



Toll Bridge Report to the California Legislature

FY 1999–2000



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Toll Authority

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Richmond-San Rafael Bridge aerial view ©1998, Barrie Rokeach; Carquinez new span simulation, Bay Bridge tower and project diagram courtesy of Caltrans; transit vehicle photos courtesy of respective agencies

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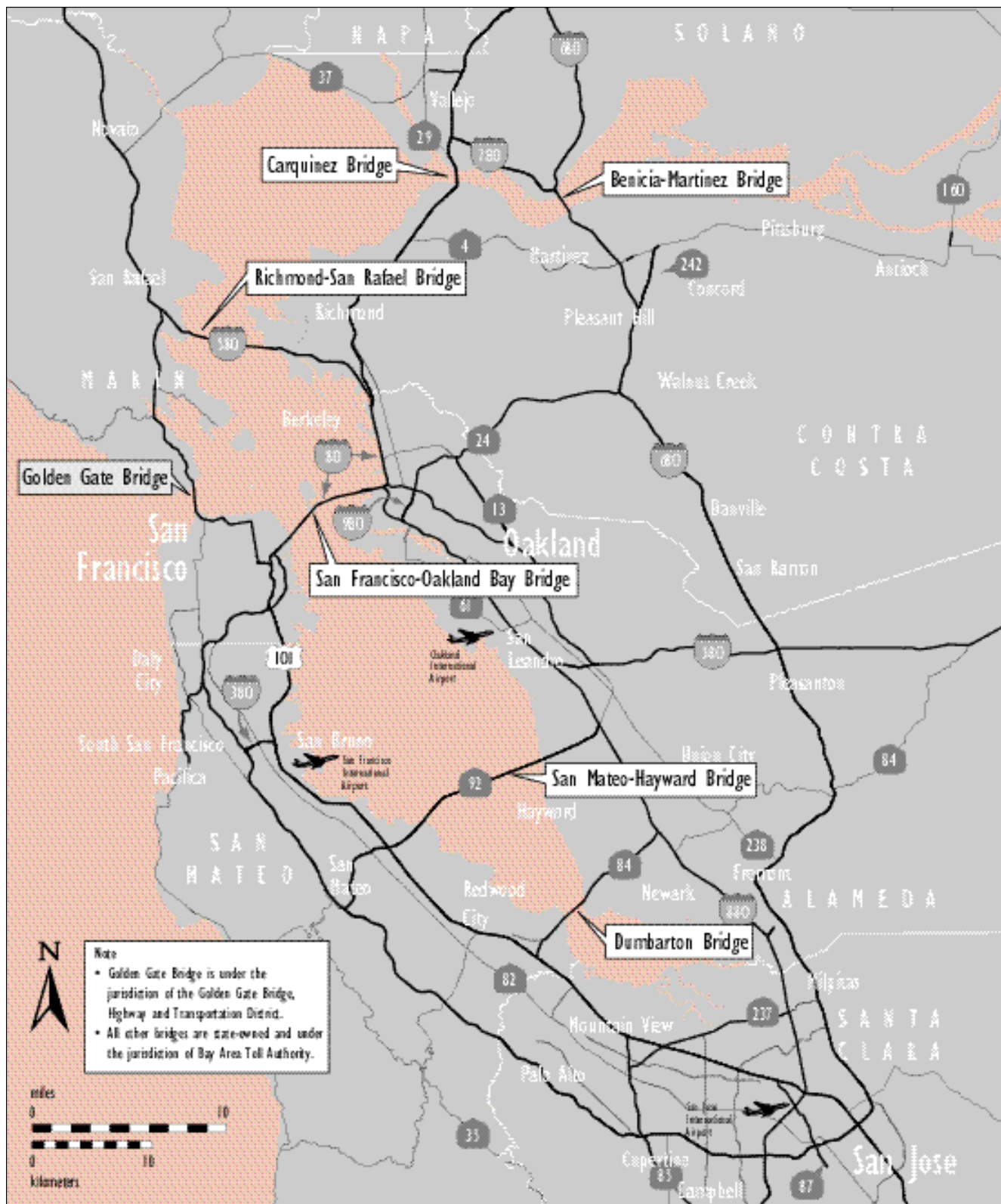
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Figure 1 – Map of Bay Area Bridges



Introduction

THE BAY AREA'S STATE - OWNED TOLL BRIDGES

There are eight toll bridge crossings in the nine-county San Francisco Bay Area. This report provides information on the seven toll bridges owned by the state: the San Francisco-Oakland Bay Bridge, the San Mateo-Hayward Bridge, the Dumbarton Bridge, the Richmond-San Rafael Bridge, the Carquinez Bridge, the Benicia-Martinez Bridge, and the Antioch Bridge. The remaining toll span — the Golden Gate Bridge — falls under the jurisdiction of the Golden Gate Bridge, Highway and Transportation District.

ANNUAL REPORTING REQUIREMENTS

In past years, the Metropolitan Transportation Commission (MTC) reported annually to the California Legislature concerning the Commission's allocation of the portion of the toll revenues designated primarily for transit projects. These transit allocations accounted for approximately 20 percent of the tolls collected on the bridges. Projects funded by these moneys included rail extensions and ferry operations.

In January 1998, due to changes prompted by Senate Bill 226, MTC, as the Bay Area Toll Authority (BATA), became responsible for reporting on all toll revenues (excluding the seismic surcharge) from each of the state-owned toll bridges.

The base \$1 toll that BATA now administers is the result of a 1988 voter-approved measure (known as Regional Measure 1) that increased tolls to a uniform \$1 to fund bridge improvements.

THIS REPORT INCLUDES:

- A summary of the FY 1999–2000 Bay Area Toll Bridge Program budget
- A report on the status of the Bay Area Toll Authority Regional Measure 1 Toll Bridge Program
- A report on MTC's toll-funded transit programs, including a report on the status of the BART-San Francisco Airport Extension project
- A report on the status of the new San Francisco-Oakland Bay Bridge East Span Seismic Safety Project
- An audit report on the FY 1998–1999 financial condition of the state-owned toll bridges.

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as BATA, has assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.

Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.

Toll revenues are paid to Caltrans by BATA for Caltrans' ongoing work on the bridges.

OVER THE PAST YEAR, BATA HAS WORKED CLOSELY WITH CALTRANS ON:

- allocation of toll revenues for the continued operation, maintenance, and administration of the bridges,
- development of a long-range plan for the completion of the Regional Measure 1 projects,
- allocation of toll revenues for Regional Measure 1 and rehabilitation capital projects on the bridges, and
- preparation for the issuance of toll bridge revenue bonds to fund the completion of the Regional Measure 1 projects.

Bridge Tolls: Sources and Uses of Funds

Tolls are collected in one direction on each of the state-owned toll bridges according to a toll schedule adopted by BATA and the Legislature (see Appendix A). For the typical automobile, a \$2 toll is collected — \$1 for the base toll and \$1 for the seismic retrofit of the toll bridges. Heavier multi-axle vehicles pay a higher base toll as determined by the toll schedule. The seismic surcharge is \$1 for all vehicles.

The base toll revenue, administered by BATA, is used to pay Caltrans for the ongoing operation of the bridges and for capital improvement projects on the bridges, their approaches and associated facilities. A portion of the base toll also is used to fund various transit and traffic-relief projects in the bridge corridors. The toll revenue figures in this report are those funds generated by the base toll. The revenues generated from the \$1 seismic retrofit surcharge are administered by Caltrans and are not included in this report.

For funding purposes, the seven state-owned Bay Area toll bridges under the jurisdiction of BATA are separated into the Southern and Northern Bridge Groups. The Southern Bridge Group includes the San Francisco-Oakland Bay Bridge, the San Mateo-Hayward Bridge and the Dumbarton Bridge. The Northern Bridge Group includes the Richmond-San Rafael Bridge, the Carquinez Bridge, the Benicia-Martinez Bridge and the Antioch Bridge.

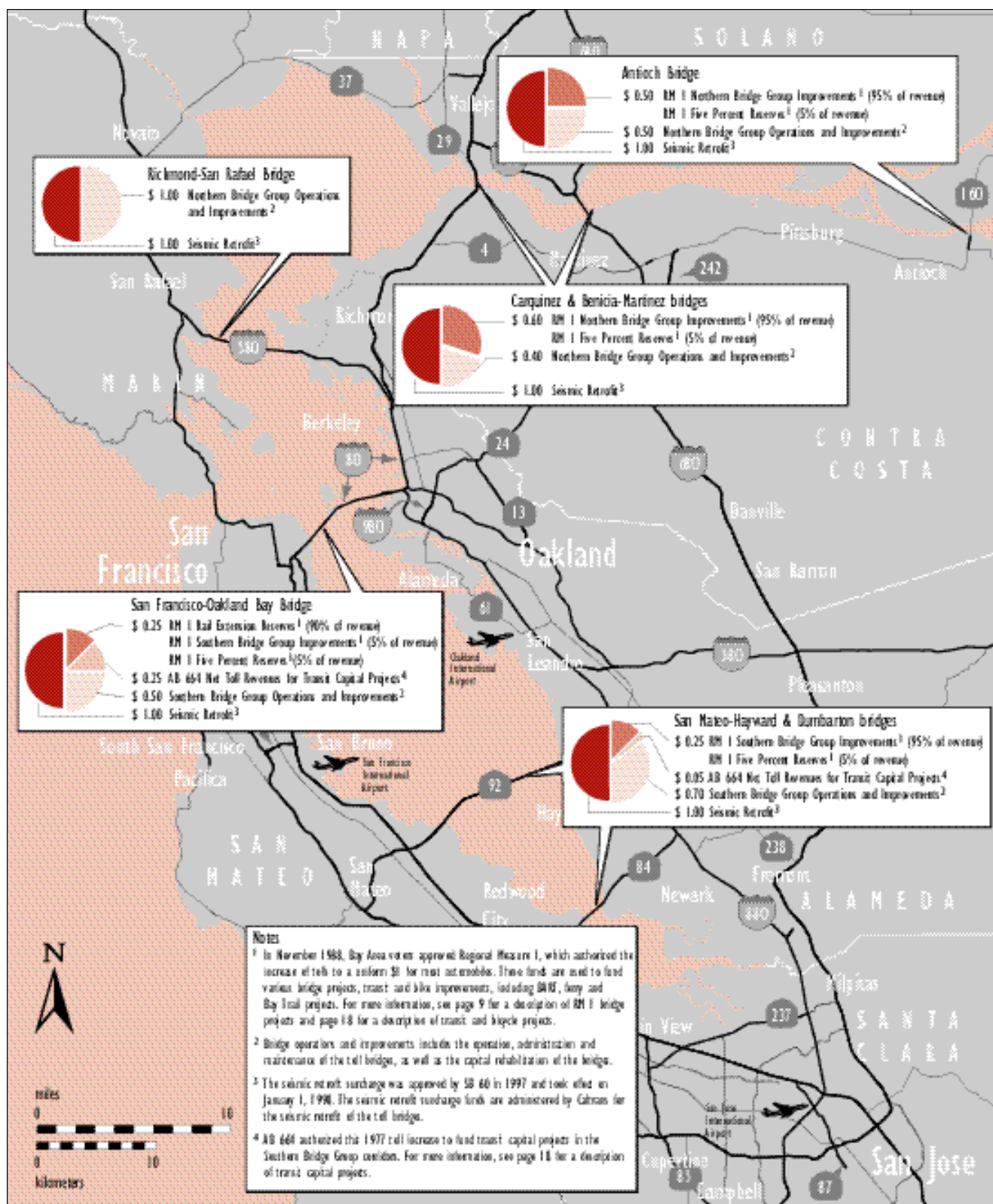
Figure 2 on the next page identifies each of the state-owned toll bridges and the distribution of the current \$2 two-axle automobile toll for each of the bridges.



Catalina Alvarado

San Francisco-Oakland Bay Bridge toll plaza

Figure 2- Auto Toll Expenditures



FY 1998–1999 Toll-Paid Vehicles and Toll Bridge Revenues

Summaries of the number of toll-paid vehicles and the amount of toll revenues generated by the base toll for the last two fiscal years are shown below for each bridge. Additional revenue information for FY 1998–99 for each bridge is included in the independent audit attached to this report as Appendix D.

Increases and decreases in the number of toll-paid vehicles and base toll revenues collected varied from bridge to bridge from FY 1997–98 to FY 1998–99. Variations can be attributed to a number of causes, ranging from changes in truck traffic, to increased use of toll-free high-occupancy-vehicle lanes, changes in commute book use, the weather, and changing travel patterns.

Table 1 – Toll-Paid Vehicles and Base Toll Revenues for FY 1997–98 and FY 1998–99

	Toll-Paid Vehicles FY 1997–98	Toll-Paid Vehicles FY 1998–99	Change in Toll-Paid Vehicles	Base Toll Revenues FY 1997–98	Base Toll Revenues FY 1998–99	Change in Base Toll Revenues
Southern Bridge Group						
San Francisco- Oakland	44,729,012	44,533,697	-0.4%	\$ 49,815,860	\$ 48,267,457	-3.1%
San Mateo- Hayward	13,754,628	13,955,433	1.5%	15,322,525	16,518,505	7.8%
Dumbarton	9,908,270	9,793,520	-1.2%	9,652,153	10,298,605	6.7%
Subtotal	68,391,910	68,282,650	-0.2%	\$ 74,790,538	\$ 75,084,567	0.4%
Northern Bridge Group						
Carquinez	18,796,163	19,651,975	4.6%	\$ 24,402,198	\$ 24,611,898	0.9%
Benicia- Martinez	16,573,534	16,493,049	-0.5%	19,016,693	20,097,532	5.7%
Richmond- San Rafael	10,765,330	11,200,739	4.0%	12,355,387	13,530,831	9.5%
Antioch	1,665,212	1,757,864	5.6%	2,423,827	2,764,426	14.1%
Subtotal	47,800,239	49,103,627	2.7%	\$ 58,198,105	\$ 61,004,687	4.8%
Total	116,192,149	117,386,277	1.0%	\$132,988,643	\$136,089,254	2.3%

Source: 1997–98 Annual Financial Report on State-Owned Toll Bridges and FY 1998–99 Toll Bridge Fund Audit

FY 1998–1999 Toll Bridge Actual Expenses

Base toll revenues generated from the bridges are used to cover the ongoing operations, maintenance and administration of the bridges, as well as for the capital improvement of the bridges, including Regional Measure 1, bridge rehabilitation and operational improvement projects. A summary of actual expenses for FY 1998–99 is shown below. Caltrans overhead assessments are included for bridge operations, maintenance, Caltrans administration, and capital outlay support.

Additional expenditure information for FY 1998–99 for each bridge is included in the independent audit attached to this report as Appendix D.

Table 2 - FY 1998–99 Toll Bridge Program Actual Expenses

	Northern Bridge Group	Southern Bridge Group	Total
Revenues			
Daily Toll Revenues	\$61,004,687	\$75,084,567	\$136,089,254
Interest Income	17,607,126	14,181,736	31,788,862
Other Income & Revenues	516,700	791,739	1,308,439
Total Revenues	\$79,128,513	\$90,058,042	\$169,186,555
Expenses and Transfers			
Bridge Operations	\$9,647,081	\$10,108,801	\$19,755,882
Bridge Maintenance	1,631,031	5,613,733	7,244,764
Caltrans Administration	791,706	1,149,850	1,941,556
Subtotal Operating Expenses	\$12,069,818	\$16,872,384	\$28,942,202
Regional Measure 1 (RM 1) Program			
Capital Outlay Support - RM 1	\$22,760,738	\$4,978,454	\$27,739,192
Capital Outlay - RM 1	9,293,383	1,500,000	10,793,383
Bridge Rehabilitation Program			
Capital Outlay Support - Rehab	1,211,792	3,023,555	4,235,347
Capital Outlay - Rehab	1,712,689	10,814,424	12,527,113
Subtotal Capital Expenses	\$34,978,602	\$20,316,433	\$55,295,035
BATA Administration	\$387,902	\$625,748	\$1,013,650
MTC Toll-Funded Transit Programs			
AB 664 Transit Funding	—	12,430,300	12,430,300
Rail Extension Reserves	—	9,758,335	9,758,335
Five Percent Reserves	1,323,472	1,017,355	2,340,827
Subtotal BATA/MTC Transfers	\$1,711,374	\$23,831,738	\$25,543,112
Subtotal Expenses	\$48,759,794	\$61,020,555	\$109,780,349
Transfers To (From) Project Reserves	\$30,368,719	\$29,037,487	\$59,406,206
Total Expenses and Transfers	\$79,128,513	\$90,058,042	\$169,186,555

Source: FY 1998–99 Toll Bridge Fund Audit

FY 1999–2000 Toll Bridge Budgeted Expenses

BATA adopts an annual Toll Bridge Program Budget for each year's expenditures. The adopted budget establishes the basis for reimbursement to Caltrans and others for work performed on the bridges, and for transfers of designated toll funds to MTC for transit and traffic-relief programs. This budget is incorporated into Caltrans' state budget as reimbursed work authority. The FY 1999–2000 Toll Bridge Program Budget was adopted in BATA Resolution No. 15 on June 23, 1999.

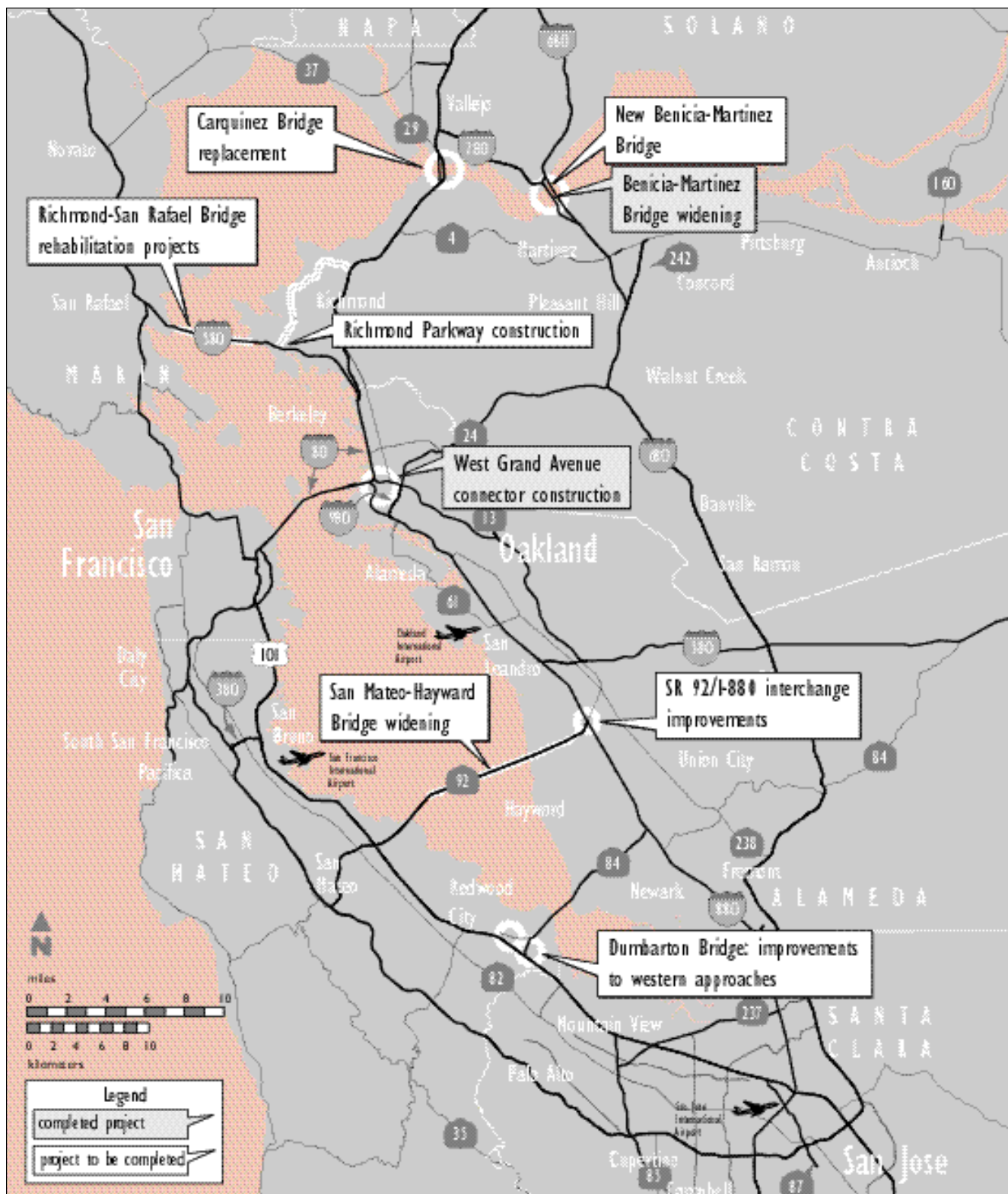
The FY 1999–2000 Toll Bridge Program Budget reflects only the annual cashflow needs of the capital projects, not the full capital allocations made by BATA. Capital allocations include the multiyear costs of construction and right-of-way activities and are allocated in full prior to the advertisement of any construction contract. The capital allocations place restrictions on the fund reserves held by BATA.

Table 3 - FY 1999–2000 Toll Bridge Program Budgeted Expenses

	Northern Bridge Group	Southern Bridge Group	Total
Revenues			
Daily Toll Revenues	\$59,644,000	\$76,310,000	\$135,954,000
Interest Income	13,817,000	15,229,000	29,046,000
Other Income & Revenues	0	0	0
Total Revenues	\$73,461,000	\$91,539,000	\$165,000,000
Expenses and Transfers			
Bridge Operations	\$9,223,694	\$11,680,306	\$20,904,000
Bridge Maintenance	1,511,916	6,170,084	7,682,000
Caltrans Administration	820,134	1,234,866	2,055,000
Caltrans Overhead Assessment	2,582,215	4,496,225	7,078,440
Other Operations			
Armored Car Contract	-	300,000	300,000
Transbay Terminal Study	-	550,000	550,000
SFOBB West Span Bike Path Study	-	2,000,000	2,000,000
Electronic Toll Collection Project	6,314,000	9,486,000	15,800,000
Subtotal Operating Expenses	\$20,451,959	\$35,917,481	\$56,369,440
Regional Measure 1 (RM 1) Program			
Capital Outlay Support - RM 1	\$18,565,296	\$5,464,338	\$24,029,634
Overhead Assessment	7,864,001	2,347,661	10,211,662
Capital Outlay - RM 1	58,758,000	45,476,000	104,234,000
Bridge Rehabilitation Program			
Capital Outlay Support - Rehab	1,243,715	3,912,651	5,156,366
Overhead Assessment	524,846	1,651,132	2,175,978
Capital Outlay - Rehab	2,300,000	11,350,000	13,650,000
Emergency Repair Contingency	3,000,000	3,000,000	6,000,000
Subtotal Capital Expenses	\$92,255,858	\$73,201,782	\$165,457,640
BATA Administration	\$728,946	\$966,277	\$1,695,223
MTC Toll-Funded Transit Programs			
AB 664 Transit Funding	-	12,661,000	12,661,000
Rail Extension Reserves	-	10,011,000	10,011,000
Five Percent Reserves	1,331,000	1,032,000	2,363,000
Subtotal BATA/MTC Transfers	\$2,059,946	\$24,670,277	\$26,730,223
Subtotal Expenses	\$114,767,763	\$133,789,540	\$248,557,303
Transfers To (From) Project Reserves	\$(41,306,763)	\$(42,250,540)	\$(83,557,303)
Total Expenses and Transfers	\$73,461,000	\$91,539,000	\$165,000,000

Source: BATA Resolution No. 15, Revised September 22, 1999 and February 23, 2000

Figure 3 - Map of Regional Measure 1 Projects



Regional Measure 1 Toll Bridge Program

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

This section reports on the highway and bridge improvements as identified by RM 1. Transit and traffic relief programs, also identified by RM 1, are covered in the next section.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in Figure 3 on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

- Widening of the existing Benicia-Martinez Bridge (completed)
- Construction of a new bridge parallel to the existing Benicia-Martinez Bridge (under construction)
- Replacement of the existing western span of the Carquinez Bridge (under construction)
- Major rehabilitation of the existing Richmond-San Rafael Bridge
 - ♦ trestle and fender rehabilitation (advertised)
 - ♦ deck replacement (under environmental review)
- Construction of an eastern approach between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (under construction)

Southern Bridge Group Projects:

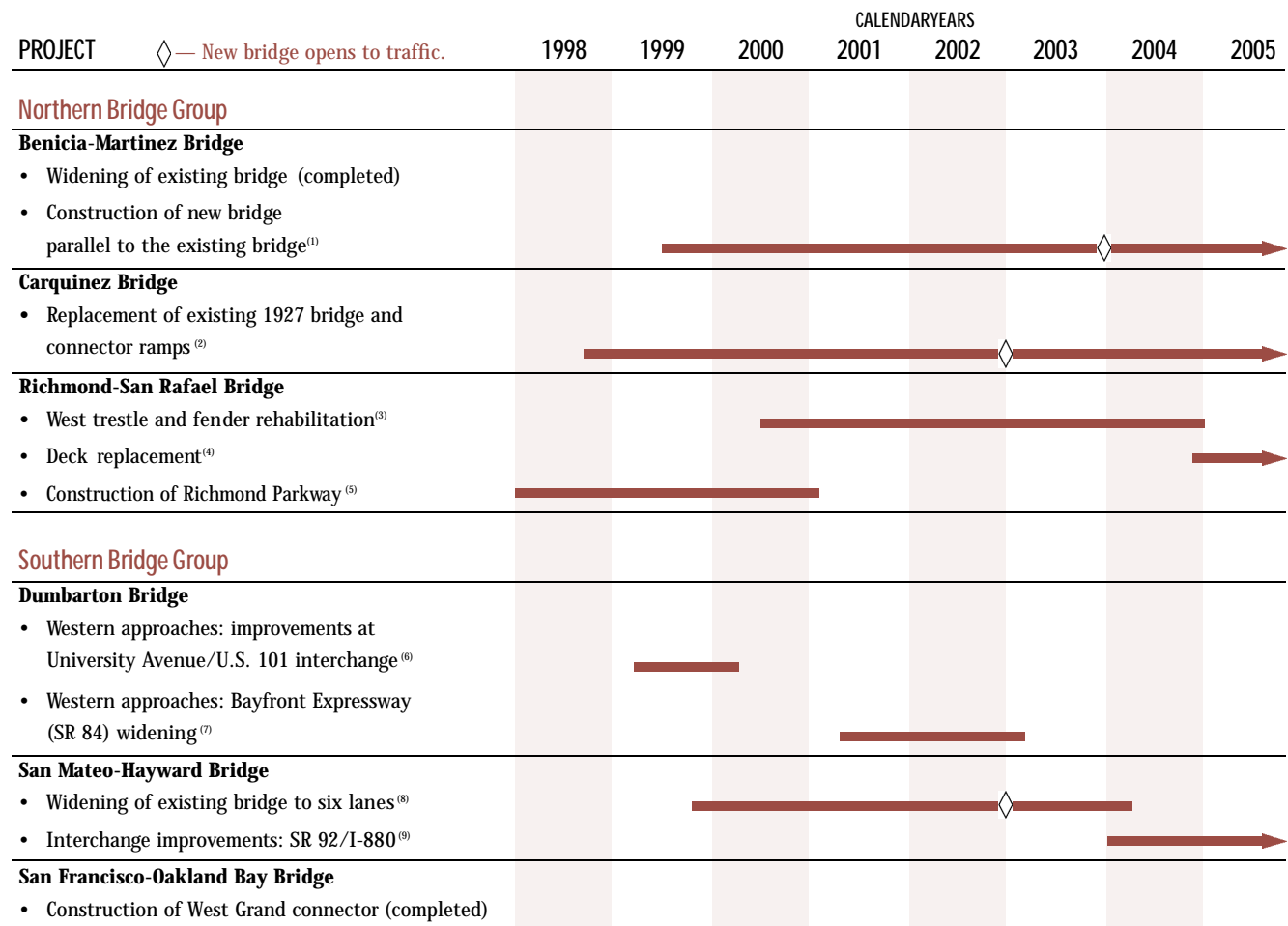
- Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed)
- Improvements to the western approaches to the Dumbarton Bridge
 - ♦ US 101/University Avenue interchange reconstruction (under construction)
 - ♦ State Route 84 (Bayfront Expressway) widening (in design)
- Widening of the existing San Mateo-Hayward Bridge and approaches to six lanes (under construction).
- Improvement of the Interstate 880/State Route 92 interchange (under environmental review).

Additional project descriptions and updates of the to-be-completed projects are summarized on the following pages.

The total escalated cost of the remaining RM 1 projects is \$1.5 billion. The escalated costs of the projects are based on estimates provided by Caltrans that have been escalated 3.5 percent for inflation through the midpoint of construction. Previous cost estimates in the BATA Long-Range Plan and the FY 1998–99 Toll Bridge Report to the California Legislature were only escalated 2.2 percent through the midpoint of construction. The escalation rate is being revised to match the State Department of Finance current escalation rate used on state projects. Also, the cost of the new Benicia-Martinez Bridge has increased by \$201 million since the last report. See page 11 for additional information. Figure 4 on the next page summarizes the currently anticipated construction schedule for the remaining RM 1 toll bridge projects.

On Jan. 28, 2000 Gov. Davis announced that the state would be providing federal funds to three Bay Area toll bridge retrofit and construction projects, including the new Benicia-Martinez Bridge, the Richmond-San Rafael Bridge seismic retrofit, and the new eastern span of the San Francisco-Oakland Bay Bridge. This action would impose federal “Buy America” requirements on steel construction materials, which could increase the cost of the new bridge due to current price differences between domestic and foreign steel. Further details about the use of federal funding are not yet available.

Figure 4 - Summary of RM 1 Project Construction Schedule



Notes

- (1) The new bridge is scheduled to be opened to traffic in January 2004; however, modification of the existing bridge and mitigation and landscaping will take until June 2009.
- (2) The replacement bridge is scheduled to be opened to traffic in January 2003; however, demolition of the existing 1927 Carquinez Bridge and mitigation activities will take until March 2006.
- (3) The west trestle and fender rehabilitation of the bridge is scheduled to be completed in December 2004. The bridge will remain open during construction but temporary lane closures will be necessary.
- (4) Due to possible construction access conflicts, this project has been scheduled to go to construction after the trestle rehabilitation and retrofit project.
- (5) The Richmond Parkway is open to traffic at this time; however, a short segment of Canal Boulevard remains to be realigned.
- (6) The interchange improvement is scheduled to be completed by April 2000.
- (7) The expressway widening is scheduled to be completed by March 2003.
- (8) The new trestle section is scheduled to be opened to traffic in December 2002. Environmental mitigation and landscaping will take until April 2004. West approach replacement planting contract is scheduled to begin in May 2006 and to end in May 2008.
- (9) The interchange reconstruction is scheduled to be completed by December 2006.

New Benicia-Martinez Bridge

Project Sponsor: Caltrans

Project Description:

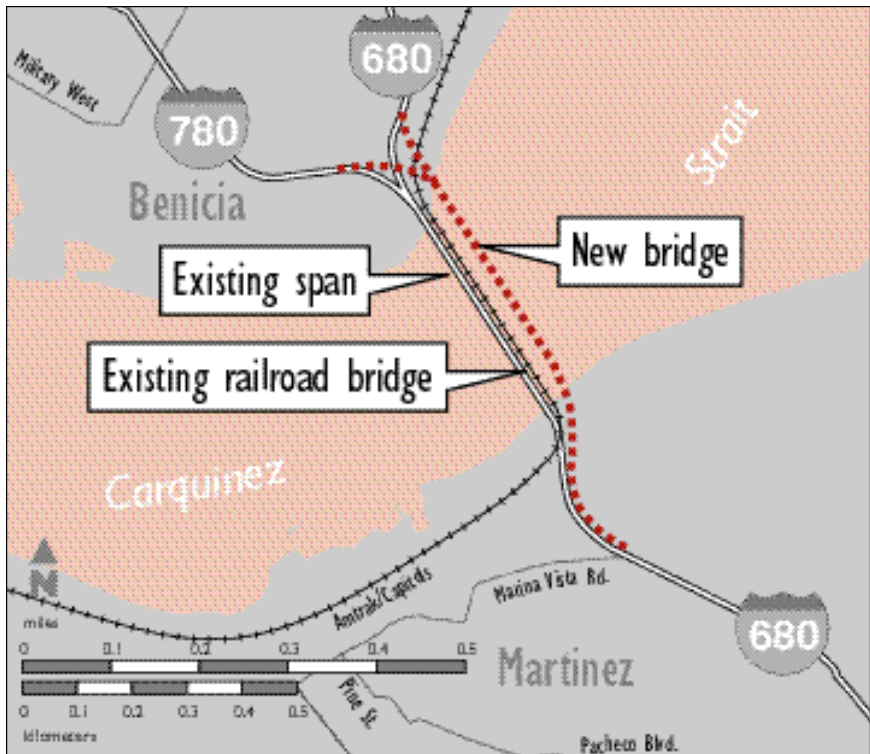
The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane), which will allow conversion of the existing bridge to southbound traffic only;
- Addition of a new bicycle/pedestrian lane on the existing bridge;
- Construction of a new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes;
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges.

Current Progress:

- Preparation of the site of the new toll plaza has begun with a south approach grading contract to level Moccoco Hill.
- In February 2000, Caltrans reported a baseline \$160 million increase in the bridge construction cost estimate due to additional seismic design features, unit price increases, and other factors. This cost increase has been escalated to \$201 million and is included in the chart above.
- The main span contract is expected to be advertised in September 2000. The new bridge is scheduled to be opened to traffic in January 2004.

Project Description	Construction Begins	Construction Ends	BATA Escalated Cost (in millions)
NEW BENICIA-MARTINEZ BRIDGE			\$585.9
New bridge	Jan-01	Jan-04	\$315.0
Toll plaza & administration building	May-01	Feb-03	32.2
I-680/Marina Vista interchange	Aug-01	Dec-03	68.0
I-680/I-780 interchange	Mar-01	Dec-03	112.2
Mitigation site and landscaping	Mar-01	Jun-09	15.9
South approach	Jul-99	Mar-01	17.1
Modify existing bridge	Jan-04	Jul-05	25.5



Proposed structure — aerial view looking west

Carquinez Bridge Replacement

Project Sponsor: Caltrans

Project Description:

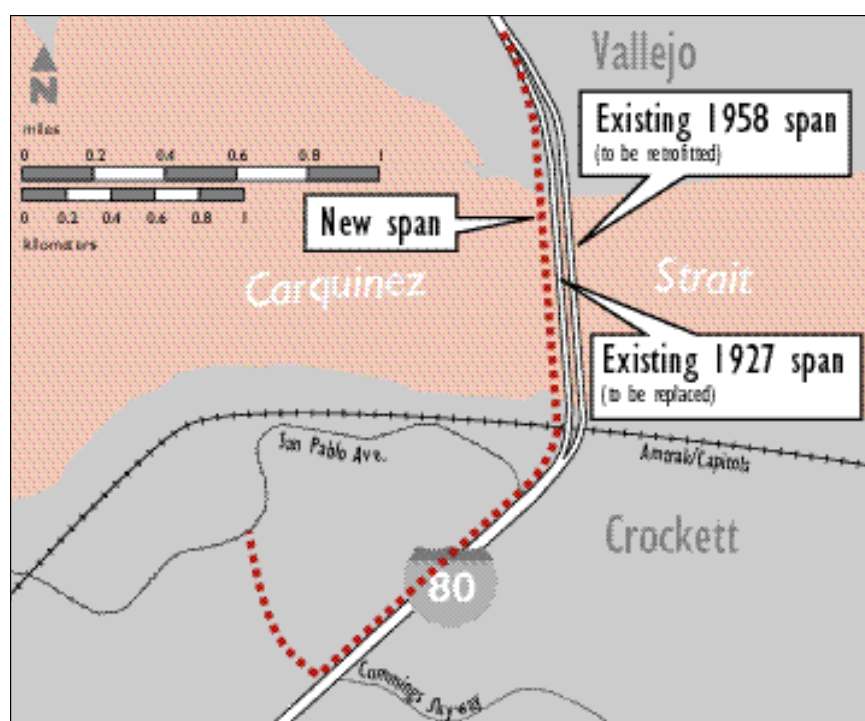
The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane);
- Addition of a new bicycle/pedestrian lane on the new bridge.

Current Progress:

- In December 1998, the Cummings Skyway extension was completed, providing increased local access from Crockett and Rodeo to Interstate 80 during bridge construction.
- Caltrans awarded the main span and northern approach contract in January 2000.
- The new bridge is expected to be opened to traffic by January 2003. Overall construction is expected to be completed in March 2006 with the demolition of the 1927 bridge.

Project Description	Construction Begins	Construction Ends	BATA Escalated Cost (in millions)
REPLACEMENT CARQUINEZ BRIDGE			\$433.3
Replacement bridge and north approach	Jan-00	Dec-03	\$255.8
South approach and interchange	Nov-00	Oct-04	142.9
Maintenance facility	Jul-99	Mar-02	6.0
Mitigation site	Jul-99	Apr-05	4.0
1927 bridge demolition	Sep-04	Mar-06	21.2
Cummings Skyway extension (completed)	Jul-98	Dec-98	3.4



Proposed structure — aerial view looking north

Richmond-San Rafael Bridge Rehabilitation

Project Sponsor: Caltrans

Project Description:

Completed in 1956, the Richmond-San Rafael Bridge provides access — via Interstate 580 — across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

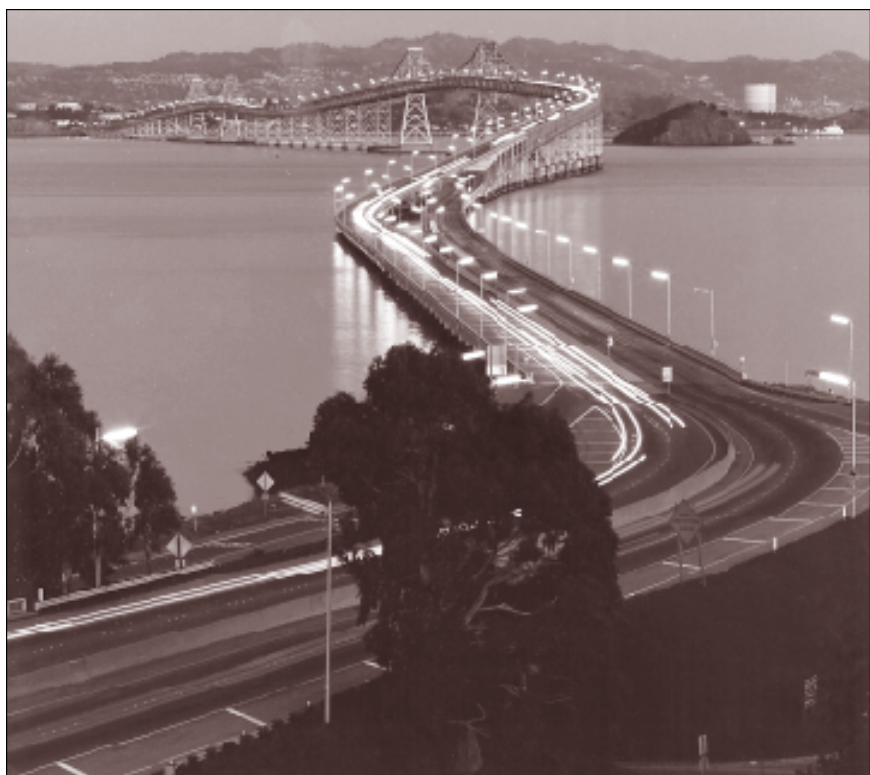
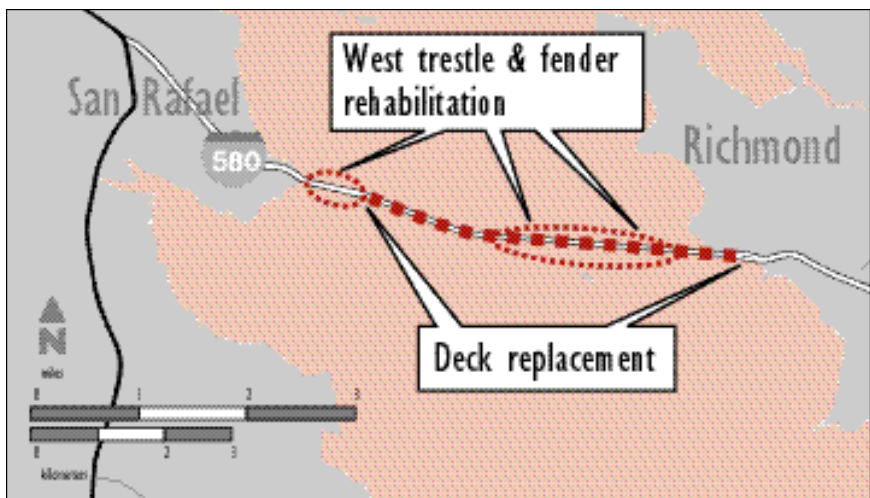
Currently, there are two major rehabilitation projects planned for the bridge:

- a. The first project would rehabilitate the western trestle (low-rise) section of the bridge near San Rafael and the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project already scheduled for the bridge.
- b. The second project would replace the existing concrete deck on the bridge. The cast-in-place concrete riding surface, or deck, has been worn down over time due to traffic and exposure to the marine environment. This project will follow the completion of the rehabilitation project to avoid possible construction conflicts.

Current Progress:

- Bids will be opened for the west trestle and fender system rehabilitation project in August 2000. This work is being incorporated into a larger seismic retrofit project on the bridge by Caltrans and is scheduled to be completed in December 2004.

Project Description	Construction Begins	Construction Ends	BATA Escalated Cost (in millions)
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION			\$98.8
(A) West trestle and fender rehabilitation	Aug-00	Dec-04	\$45.4
(B) Deck replacement	Nov-04	Sep-06	53.4



Richmond-San Rafael Bridge

Richmond Parkway

Project Sponsor: City of Richmond

Project Description:

RM 1 specified the construction of a new eastern approach to the Richmond-San Rafael Bridge from Interstate 80 near the city of Pinole. This eastern approach has become known as the Richmond Parkway.

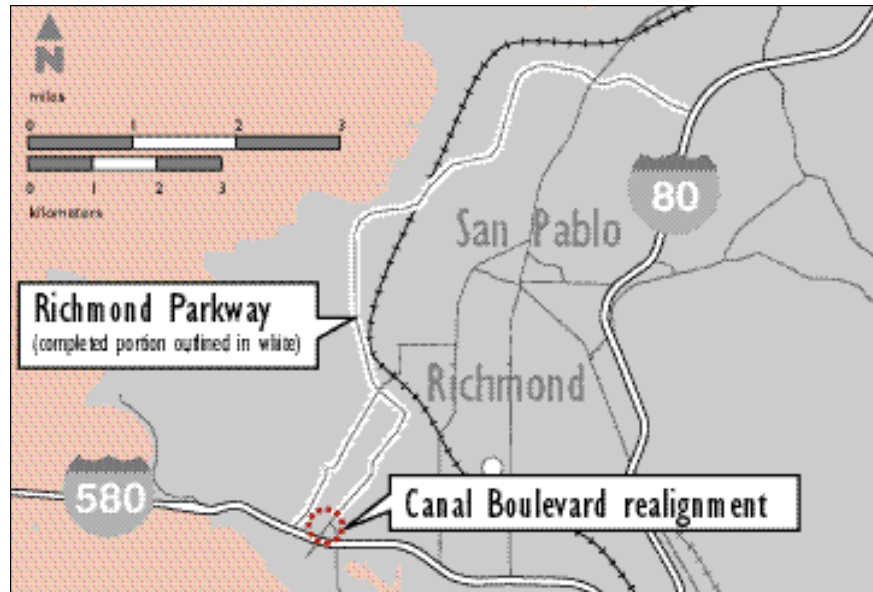
Though largely completed and opened to traffic in the fall of 1996, one remaining portion of the parkway remains to be completed — a segment near the Interstate 580/Canal Boulevard interchange. This project would realign Canal and Garrard boulevards to improve access to the interchange.

The City of Richmond, the Contra Costa Transportation Authority (CCTA), and BATA have entered into a Memorandum of Understanding for the completion of the Richmond Parkway project. Through this agreement, CCTA has supported the allocation of State Transportation Improvement Program funds for the last segment of the Richmond Parkway. BATA continues to support the project with toll funds and has allocated an additional \$2 million to the project. With the additional allocation, a total of \$58.8 million in toll funds will have been allocated to various phases of the project.

Current Progress:

- The City of Richmond opened bids on the final project segment in January 2000. Construction is scheduled to begin in April 2000 and will be completed in February 2001.

Project Description	Construction Begins	Construction Ends	BATA Escalated Cost (in millions)
RICHMOND PARKWAY			\$58.8
Construction of Richmond Parkway	Oct-92	Feb-01	\$58.8



Dumbarton Bridge West Approach

Project Sponsors:

City of East Palo Alto and Caltrans

Project Description:

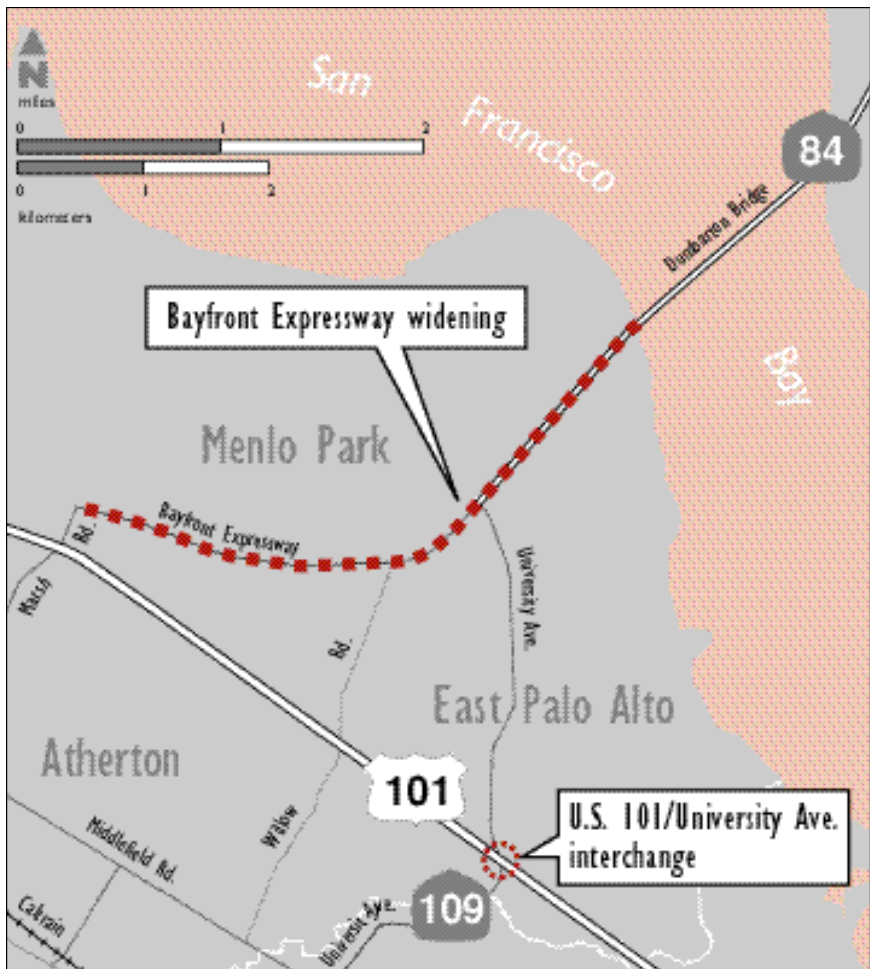
RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- a. The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- b. The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.

Current Progress:

- Cold and wet weather have slowed the construction progress of the U.S. 101/University Avenue interchange project. However, the City of East Palo Alto expects the project to be completed in April 2000.
- The Bayfront Expressway widening project has progressed through the environmental clearance phase with

Project Description	Construction Begins	Construction Ends	BATA Escalated Cost (in millions)
DUMBARTON BRIDGE: WESTERN APPROACH IMPROVEMENTS			\$37.6
(A) US 101/University Ave. interchange modification	Mar-99	Apr-00	\$ 3.8
(B) Bayfront Expressway (SR 84) widening	Mar-01	Mar-03	33.8



a "Negative Declaration" finding for the project on June 23, 1999.

Design is progressing on the project, with advertisement of the project scheduled for December 2000.

The project is scheduled to be completed in March 2003.

Interstate 880/State Route 92 Interchange Improvement

Project Sponsor: Caltrans

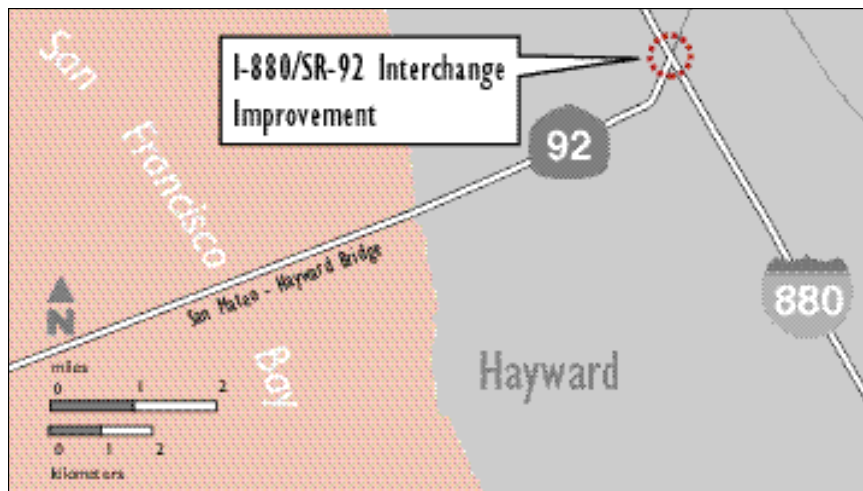
Project Description:

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.

Current Progress:

- Caltrans is currently in the process of completing the Supplemental Draft Environmental Impact Report and Statement (EIR/S). This report is scheduled for completion in September 2000.
- The final EIR/S is anticipated in July 2001.
- Construction is scheduled to begin in December 2003 and to be completed in December 2006.

Project Description	Construction Begins	Construction Ends	BATA Escalated Cost (in millions)
INTERSTATE 880/STATE ROUTE 92 INTERCHANGE IMPROVEMENT			\$124.2
Reconstruct I-880/SR-92 interchange	Dec-03	Dec-06	\$124.2



Aerial view of existing I-880/SR 92 interchange, looking west

San Mateo-Hayward Bridge Widening

Project Sponsor: Caltrans

Project Description:

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880.

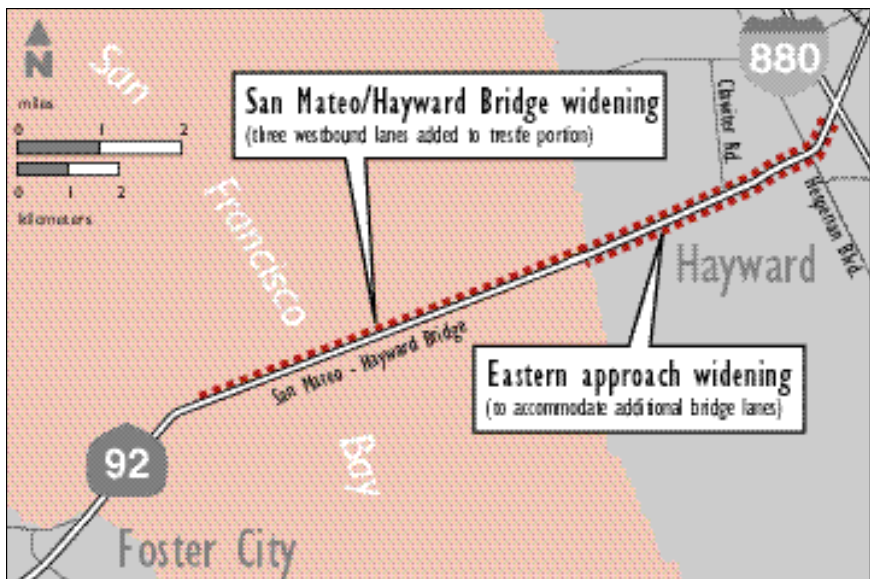
The project includes the following features:

- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders;
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880;
- Construction of a new pedestrian/bicycle overcrossing of State Route 92;
- Expansion of the existing toll plaza;
- Improvements to the Hayward Shoreline Interpretive Center;
- Also, as an associated project, improvements will be made to the Bay Trail between the San Mateo-Hayward and Dumbarton bridges in the East Bay.

Current Progress:

- The contract to construct the new parallel trestle section of the bridge was awarded in November 1999.
- The contract to widen the eastern approach to the bridge was advertised in February 2000.
- The new trestle and widened eastern approach are scheduled to be opened to traffic in December 2002.

Project Description	Construction Begins	Construction Ends	BATA Escalated Cost (in millions)
SAN MATEO-HAYWARD BRIDGE/STATE ROUTE 92 WIDENING			\$204.4
Widen trestle	Nov-99	Dec-02	\$152.2
Construct mini toll plaza	Apr-01	Nov-02	\$7.0
Widen eastern approach	Apr-00	Nov-02	\$36.3
Landscape & environmental mitigation	Jan-02	Nov-06	\$8.5
West approach replacement planting	May-06	May-08	\$0.4



Proposed structure — looking east toward Hayward

MTC Toll-Funded Transit and Traffic-Relief Program

MTC is responsible for allocating certain bridge tolls legislatively set aside for transit improvement purposes. These bridge tolls are transferred from BATA and deposited into three different MTC reserve accounts: A) AB 664 Net Toll Revenue Reserves, B) Five Percent Reserves, and C) Rail Extension Reserves. Reserves for the AB 664 Net Toll Revenue Program come from funds generated by a 1977 toll increase imposed on the Southern Bridge Group, while reserves for the Five Percent and Rail Extensions programs come from the RM 1 toll increase.

AB 664 Net Toll Revenue Program

- A. AB 664 Net Toll Revenue Reserves**, named after the enabling statute, are generated from a 1977 toll increase on the Southern Bridge Group. The toll increase amounts to 25¢ per automobile on the San Francisco-Oakland Bay Bridge and 5¢ per automobile on the San Mateo-Hayward and Dumbarton bridges for motorists paying with cash, and to 20¢ per automobile on all three toll bridges for motorists paying with commuter tickets. These funds are allocated to capital projects that further the development of public transit in the vicinity of the three toll bridges, including transbay and transbay feeder transit services. Most of the AB 664 funding is used to match federal transit funds.

Regional Measure 1 Transit Programs

One of the major goals of Regional Measure 1 was to provide funding for transit improvements in the toll bridge corridors. Improvements include rail extensions and upgrades, and other projects designed to reduce congestion.

- B. Five Percent Reserves** are composed of up to five percent of the RM 1 toll increase. RM 1 increased tolls on all the state-owned toll bridges to a uniform \$1 for automobiles and a like amount for other vehicles; however, the amount of the increase was not uniform across all the bridges. The toll increase for each bridge varied from 0¢ to 60¢ on automobiles, depending on each bridge's base toll at the time of the RM 1 increase.

The reserves set aside from the increase are separated into the “Northern Bridge Group reserve” and the “Southern Bridge Group reserve.” The Northern Bridge Group reserve is funded by the toll increase on the Antioch, Benicia-Martinez, Carquinez and Richmond-San Rafael bridges, while the Southern Bridge Group reserve is funded by the toll increase on the San Francisco-Oakland Bay, Dumbarton, and San Mateo-Hayward bridges. Revenues generated are allocated by MTC for projects that will reduce vehicular traffic congestion on the bridges included in each of the respective bridge groups. Unlike the AB 664 Net Toll Revenues and the Rail Extension Reserves, both capital and operating assistance are eligible expenses in this program. (RM 1 established a three percent program; subsequent legislation increased this program to five percent with a statutory requirement that at least 40 percent of the five percent be spent on ferry operational and capital projects.)

- C. Rail Extension Reserves** are made up of 90 percent of the 25¢ toll increase for two-axle vehicles on the San Francisco-Oakland Bay Bridge as authorized by RM 1. MTC must allocate these funds exclusively for rail transit capital extension and improvement projects that are designed to reduce vehicular traffic congestion on the San Francisco-Oakland Bay Bridge.

The funds are spent in accordance with a formula whereby 70 percent of the funds are allocated for East Bay rail improvements and the remaining 30 percent for West Bay rail improvements. The East Bay Rail Extension reserves are to be allocated to rail extension and improvement projects in Alameda and Contra Costa counties. These projects include, but are not limited to, BART extensions planned for the Concord-Antioch, Fremont-San Jose, and Bayfair-Livermore rail transit corridors. The West Bay Rail Extension reserves are to be allocated to rail extension and improvement projects in San Francisco, San Mateo and Santa Clara counties. Unlike the East Bay Extension reserves, no specific projects are mentioned in the legislation; however, much of this funding has been used for Muni Metro improvements and the BART-San Francisco International Airport Extension.

FY 1999–2000 Proposed Transit and Traffic-Relief Program Funding

A. AB 664 NET TOLL REVENUE ALLOCATIONS — \$16,624,311

Alameda-Contra Costa Transit District (AC Transit) — \$4,083,125

AC Transit will be replacing 56 of its 40-foot coaches in FY 1999–2000 that have reached the end of their useful lives. MTC proposes to provide nearly \$3.7 million in bridge tolls to match \$15 million in federal funds that AC Transit will receive to complete this procurement. This project is part of MTC's continuing effort to maintain the region's bus fleet. AC Transit also will receive \$147,949 in toll funds to match \$591,797 in federal funds for its paratransit vehicle leasing project. A total of \$96,548 in toll funds will be provided to AC Transit to match \$743,000 in federal and state funds that the transit agency will receive for various facility improvement projects. AC Transit also is programmed to receive \$142,418 of toll funds to match \$1.1 million in federal and state funds for the replacement of transit vehicle tires, engines, and transmissions. In addition, \$37,562 is programmed to match \$150,248 in federal funds that AC Transit will receive for the installation of bicycle racks on transit vehicles.



AC Transit bus

Bay Area Rapid Transit District (BART) — \$7,113,300

In continuing the Commission's efforts to address BART's capital rehabilitation needs, MTC proposes to provide \$4 million in bridge toll funds to match federal funds BART will receive to rehabilitate its rail cars. MTC's commitment to this endeavor is included in the BART Capital Rehabilitation Program Financial Plan, adopted as part of MTC Resolution No. 2672. BART also will receive \$1.5 million to match \$6 million in federal funds it will receive to renovate its wayside train control system. In addition, \$850,000, \$620,000 and \$140,000 will be programmed to match federal funds BART will receive for its traction power rehabilitation, rail replacement, and elevator rehabilitation projects respectively.



BART train in Transbay Tube

Central Contra Costa Transit Authority (CCCTA) — \$796,156

These funds include \$773,156 programmed to match \$3.3 million in federal funds that CCCTA will receive to replace 10 buses and 13 vans. In addition, \$23,000 is programmed to match \$177,000 in federal funds CCCTA will receive to replace heavy and fixed equipment for its maintenance and operating facilities.

Eastern Contra Costa Transit Authority (Tri Delta) — \$36,644

Tri Delta will receive \$36,644 in toll funds to match \$282,000 it will receive in federal funds to replace passenger shelters and computer equipment used for dispatching vehicles in accordance with the Americans With Disabilities Act.

Livermore-Amador Valley Transit Authority (LAVTA) — \$22,818

LAVTA will receive \$22,818 in toll funds to match \$115,002 in federal funds to replace three minivans for its paratransit services.



LAVTA paratransit minivan

San Francisco Municipal Railway (Muni) — \$3,203,169

The about \$3.2 million in AB 664 funds provides a local match for federal grants that Muni will receive for its diesel coach replacement program. Muni is scheduled to receive \$15 million in federal formula funds for this vehicle replacement program.

Vallejo Transit — \$1,120,304

Vallejo will receive \$620,304 in toll funds to match \$2.6 million in federal funds to replace eight buses and eight vans. Vallejo also will receive \$500,000 as matching funds for the \$2 million that it will receive to rehabilitate the Baylink ferry service's JetCat Express catamaran.



Muni bus in downtown San Francisco

Western Contra Costa Transit Authority (WestCAT) — \$248,795

The \$248,795 in AB 664 funds represents the local match for \$1.2 million of federal funds that WestCAT will receive to replace three transit coaches and to make improvements to its transit maintenance facility.



WestCAT transit coach

B. FIVE PERCENT RESERVES ALLOCATIONS —

\$2,362,960

According to MTC Resolution No. 3149, MTC programs 90 percent of the Five Percent Reserves to support the continued operations of the Alameda/Oakland, Harbor Bay and Vallejo ferry services for a three-year period (FYs 2000–2002), five percent of the Five Percent Reserves to the Association of Bay Area Governments for administration of the San Francisco Bay Trail project, and the remaining funds, upon application by project sponsors, to specific ferry capital improvement projects and planning activities identified in the Ferry Plan Update.

City of Alameda: Alameda/Oakland and Harbor Bay Ferry

Service Operations —

\$928,950

The City of Alameda is programmed to receive \$480,800 and \$448,150 in Five Percent Reserves as operating subsidy for the Alameda/Oakland and Harbor Bay ferry services respectively. The Alameda/Oakland service provides 15 weekday and eight weekend departures. This service carries approximately 450,000 riders a year with a farebox recovery ratio of 59 percent. The Harbor Bay service provides three morning and three afternoon weekday departures. This service carries approximately 96,000 riders a year with a farebox recovery ratio of 25 percent.

City of Vallejo: Baylink Ferry Operations —

\$1,229,010

Vallejo is programmed \$1.2 million in Five Percent Reserves to continue its Baylink ferry operations, which provide service between Vallejo and San Francisco. Baylink ferries currently operate 11 weekday round trips between the downtown Vallejo Ferry Terminal and the San Francisco Ferry Building during the morning and evening peak periods. A total of nine round trips operate on weekends between April and November, and five round trips operate on weekends between December and March. Annual ridership was about 650,000 in FY 1998–99. Weekday ridership ranges from 2,100 to 2,200 and weekend ridership ranges from 1,000 to 2,000. Approximately 695,000 passengers are projected to ride the ferry FY 1999–2000, or a seven percent increase in annual ridership. Vallejo Baylink ferry service had a farebox recovery ratio of 65 percent in FY 1998–99.

Port of San Francisco: Project FastFerry —

\$40,000

The Port of San Francisco is programmed to receive \$40,000 in Five Percent Reserves for Project FastFerry, which is a comprehensive public information program to ensure that ferry ridership during the construction of the Downtown Ferry Terminal is maintained. Project FastFerry will let ferry commuters, local pedestrians and patrons of the area know about schedules, construction status, berthing locations, and the like. Information will be disseminated using community meetings, flyers, a Web site and temporary signage.



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Alameda-Oakland ferry



Vallejo Transit

Vallejo Baylink ferry

Association of Bay Area Governments (ABAG):

Regional Bicycle Trail Planning —

\$140,000

The San Francisco Bay Trail Project seeks to provide trail access around the Bay and across all seven toll bridges. It is administered by ABAG, which works to facilitate the planning and implementation of the trail, a planned 400-mile bicycle and pedestrian pathway along the San Francisco and San Pablo Bay shoreline.

The FY 1999–2000 goals for the project are as follows:

- continue to provide technical assistance and to participate in the planning of new trail segments at various locations around the Bay, including along NASA/Moffett Field in Sunnyvale, near the Pacific Refinery in Hercules, along the Third Street corridor in San Francisco, along the Oakland Estuary, along the Baumberg Tract in Hayward, and along the North Bay Corridor;
- reduce barriers to the completion of trail segments by assisting local jurisdictions in obtaining grant funding;
- conduct the field observation phase of the Wildlife and Public Access Study, which is intended to help plan trail alignment and design public access facilities to minimize impacts on wildlife; and
- research, produce and distribute a route guide to the Bay Trail segment between the San Francisco-Oakland Bay Bridge and the San Francisco/San Mateo County line.



©1998 Jonathan Reichle

Alameda bicycle bridge signage

City of Martinez: Water Taxi Demonstration —

\$25,000

The City of Martinez is programmed to receive funds to implement a demonstration water taxi service between Martinez and Benicia, with the potential also to provide a link to Vallejo for San Francisco-bound passengers via a transfer to the Baylink services. The proposed water taxi service will be operated through a contract with a private company. A prototype water taxi vessel, which will be provided for by the contractor, will be operated between the existing marina dock facilities in Martinez and Benicia. The vessel, carrying a maximum of six passengers, will run on a regular daily schedule. Weekday commute service would operate between 6 a.m. and 9 a.m. and 4 p.m. and 7 p.m. with 12 round trips. Midday (9 a.m. to 4 p.m.), evening (7 p.m. to 10 p.m.) and weekend service also would be operated. The city is expected to run this demonstration for six months to test its market potential.

C. RAIL EXTENSION FUND ALLOCATIONS —

\$28,300,000

In accordance with MTC Resolution No. 2004, Revised, MTC allocates Rail Extension Reserves to rail transit capital extension and improvement projects.

i) East Bay Rail Extension Reserves:

BART: Pittsburg/Bay Point Extension —

\$10,301,000

In March 1999, the Commission adopted MTC Resolution No. 3147 to approve a Memorandum of Understanding (MOU) between MTC, BART and the San Mateo County Transit District (SamTrans) to provide additional financing for the BART-San Francisco International Airport (SFO) Extension project. As a part of that MOU, the Commission allocated more than \$10 million to BART for capital expenses already incurred on the Pittsburg/Bay Point Extension. This frees up an equivalent amount of BART funds, which can be used to cover debt financing costs associated with the BART-SFO Extension project.

BART: Loan to BART-San Francisco International Airport Extension Project —

\$14,699,000

The MOU also included a \$60 million loan from the East Bay Rail Reserves to the BART-SFO Extension project, which is to be repaid by BART upon its receipt of the final increment of federal funds for the SFO project. In FY 1999–2000, MTC allocated nearly \$14.7 million to fulfill the first installment of the \$60 million loan. Additional payments will be made to the project through FY 2006–07 with \$10 million in FY 2000–01, \$7 million annually thereafter through FY 2005–06, and a final \$0.3 million in FY 2006–07.



The new Pittsburg/Bay Point BART Station.

ii) West Bay Rail Extension Reserves:

BART: BART-SFO Extension —

\$2,625,000

In July 1996, MTC programmed \$10 million from the West Bay Rail Extension Reserves to BART for the BART-SFO Extension project. The allocation of more than \$2.6 million in FY 1999–2000 represents the final increment of this commitment to the project. Also per the MOU, MTC has pledged an additional \$18 million in West Bay Rail Extension Reserves to the project. This programming will not be allocated until FY 2001–02, with \$3 million a year programmed through FY 2006–07. (See next page for additional project detail.)

Muni: F Embarcadero Streetcar Line Extension —

\$675,000

In May 1997, Muni requested and MTC approved the programming of \$3.5 million in West Bay Rail Extension Reserve funds for a connector project between the F-Embarcadero Streetcar Extension and the Muni Metro Extension. The \$675,000 represents the second increment of this commitment.



One of Muni's Historic F-Market Streetcars

BART-San Francisco International Airport Extension

Project Sponsor: Bay Area Rapid Transit District (BART)

Project Description:

This project will construct an 8.7-mile, four-station extension of the BART system from its current terminus in Colma to Millbrae, including a station at the San Francisco International Airport. The extension is scheduled to open in July 2002. The total project is budgeted at \$1.5 billion.

Current Status:

- As of March 2000, three miles of subway box have been completed. The South San Francisco Station shell is 90 percent complete, and the contract to complete the station and the associated parking garage is under way. Excavation for the San Bruno Station also is completed and construction of the concrete floor has begun.
- The aerial crossing of U.S. Route 101 and construction of the airport guideway and station concourse are approximately 70 percent complete. The Millbrae Station, which will include a cross-platform connection to Caltrain, is 35 percent complete.
- Construction is scheduled to be completed in March 2002. The extension is scheduled to open to the public in July 2002, after testing is completed.

Project Description	Project Cost (in millions)
BART-SFO Extension	\$1,483.2
Funding Source	
Federal Transit Administration	\$750.0
San Francisco International Airport	200.0
State	152.0
SamTrans	171.0
MTC West Bay Rail Extension Reserves	26.5
BART Funding	181.7
Flood Control Funds	2.0



View of BART subway cut-and-cover construction in South San Francisco

Design of the New Eastern Span of the Bay Bridge

Project Sponsor: Caltrans

Project Description:

During the Loma Prieta earthquake, a portion of the eastern span of the San Francisco-Oakland Bay Bridge failed. The bridge was repaired and open to traffic one month later. At that time, work began on plans for a longer term strengthening of the Bay Bridge so that similar failures would not occur in the future. Seismic strengthening of the western span has been engineered, and the western span retrofit is now significantly under way. For the eastern span, however, state experts concluded that a complete replacement structure was necessary for safety purposes.

In 1997, state legislation was passed that designated MTC as the Bay Area Toll Authority (BATA). BATA was given the responsibility for selecting a design for the new bridge. In 1998, after months of input from engineering and architectural professionals, elected officials, and members of the public, BATA selected a single tower self-anchored suspension design for the new eastern span.

Also in 1997, state law was enacted to establish a funding plan for the new eastern span. The legislation allowed BATA to extend the existing \$1 seismic surcharge on all the bridges for up to two years to pay for an enhanced bridge design, improvements to the Transbay Transit Terminal in San Francisco, and for bicycle and pedestrian facilities on the new eastern span and on the existing western span of the Bay Bridge.

In conjunction with the selection of the new eastern span design, BATA extended the seismic surcharge for 15



Computer rendering of the new eastern span of the Bay Bridge

months. This was done to pay for the cost of the adopted design, and also to pay for associated design and construction of a bicycle and pedestrian path on the new eastern span of the bridge. In 1999, BATA extended the surcharge for an additional 12 days to pay for three items: 1) a study of improvements to the Transbay Terminal, 2) a study of a bicycle and pedestrian facility on the western span of the Bay Bridge, and 3) the construction of scenic outlooks on the new eastern span. The remaining capacity to extend the surcharge is about \$85 million.

Current Progress:

- Design of the new viaduct portion of the eastern span is now 85 percent complete; design of the suspension portion of the new bridge is expected to reach this stage of completion in June 2000. The schedule for the project, which had been delayed for over eight months by the refusal of the Navy during that time to allow geotechnical test drilling on Yerba Buena Island, has

again been slowed due to the Navy's opposition to release of the final environmental impact statement (FEIS). If the current impasse over release of the FEIS can be resolved soon, construction could begin in 2001, with the bridge opening to traffic in 2005.

- The consultants working on the Transbay Terminal improvement study have developed and analyzed several options. A special oversight committee, with members from San Francisco, Caltrans, AC Transit, Caltrain, and MTC, is reviewing the options, and has recommended a preferred alternative to BATA for further study. The study is expected to be completed by September 2000.
- Design work is nearing completion on the bicycle and pedestrian facility for the new eastern span. On the western span, a bicycle and pedestrian facility feasibility study is scheduled to be completed in February 2001.

Appendices

Appendix A: Toll Schedule

CALIFORNIA DEPARTMENT OF TRANSPORTATION TOLL SCHEDULE¹ (EFFECTIVE JAN.1,1998)

BRIDGES

Antioch⁽²⁾, Benicia-Martinez, and Carquinez

(tolls collected northbound only)

Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay, and San Mateo-Hayward

(tolls collected westbound only)

2 axles	\$ 2.00
3 axles	4.00
4 axles	6.25
5 axles	9.25
6 axles	10.00
7 axles or more	11.50

Toll is based on the total number of axles on the roadway in a vehicle combination.

COMMUTE BOOK

2-axle vehicle without trailer(s) \$74.00 or \$1.85 per ticket

Book contains 40 one-way tickets, each good for a single passage at any time during the four consecutive months for which it is sold. Passage may also be paid by an \$0.85 commute ticket plus \$1.00 surcharge. Only one \$0.85 commute ticket may be used per passage. Commute books will no longer be sold at the time ETC is made available on all bridges.

ELECTRONIC TOLL COLLECTION (ETC)

Passage for a 2-axle vehicle, without trailer(s), using ETC shall be at the commute book ticket rate for the initial demonstration period for ETC tolls. The discount will be eliminated one year after implementation of ETC on all bridges unless an analysis by MTC in consultation with Caltrans determines that the discounts should be extended or otherwise modified. Passage for all other vehicles using ETC shall be at the rates shown above.

COMMUTE BUS

A commute bus is defined in accordance with operational procedures and vehicle definitions recommended by Caltrans and approved by MTC. A commute bus may cross toll-free at any time in designated lane(s), in accordance with operational procedures. Passage through staffed lanes requires toll-free commute bus ticket, or an axle-based toll will be charged.

CARPOOL

Antioch, Benicia-Martinez, and Carquinez bridges

Any 2-axle vehicle, without trailer(s), carrying three or more persons, may cross toll-free in designated lane(s) Monday through Friday between 5 a.m. and 10 a.m., and 3 p.m. and 7 p.m.

Richmond-San Rafael and San Francisco-Oakland Bay bridges

Any 2-axle vehicle, without trailer(s), carrying three or more persons, may cross toll-free in designated lane(s) Monday through Friday between 5 a.m. and 10 a.m., and 3 p.m. and 6 p.m.

Dumbarton and San Mateo-Hayward bridges

Any 2-axle vehicle, without trailer(s), carrying two or more persons, may cross toll-free in designated lane(s) Monday through Friday between 5 a.m. and 10 a.m., and 3 p.m. and 6 p.m.

Note:

A motorcycle, bus, or 2-axle vehicle, without trailer(s), designed by the manufacturer to be occupied by no more than two persons, carrying two persons, may cross toll-free in designated lane(s) consistent with the above referenced hours of operation.

¹ Tolls as adopted by the Metropolitan Transportation Commission (MTC) in accordance with Section 30916 of the Streets and Highways Code. Commencing January 1, 1998, Chapter 327, Statutes of 1997, imposes a one dollar (\$1.00) surcharge on each vehicle except for vehicles authorized toll-free passage. This surcharge is in addition to toll based on the number of axles on a vehicle and is not eligible for the commute discount.

² Pedestrians and bicycles may cross the Antioch and Dumbarton bridges toll-free at any time

VEHICLE DEFINITIONS FOR BRIDGE TOLL ASSESSMENT

BUS shall include any vehicle designed, used or maintained for carrying more than 10 persons, including the driver.

COMMUTE BUS shall include any vehicle that is:

either I

- A. Designed, used or maintained for the transportation of more than 10 persons including the driver;
- B. Operated across a state-owned toll bridge on a route commencing and terminating within a radius of 50 miles from the toll plaza of such bridge; and
- C. Operated on a regular schedule for any municipal or public corporation, transit district, public utility district or political subdivision, or private company for the nonprofit work-related transportation of its employees; or by any transportation company operating under a certificate of public convenience and necessity issued by the California Public Utilities Commission.

Or II

A “vanpool vehicle” operating under the provisions of current ridesharing laws and regulations, and designed for carrying more than 10, but not more than 15, persons including the driver, which is maintained and used primarily for the nonprofit work-related transportation of persons for the purpose of ridesharing.

MOTORCYCLE shall include any motor vehicle having a seat or saddle for the use of the rider, with up to four wheels in contact with the roadway, two of which are a functional part of a sidecar.

SEATING CAPACITY - If individual seats are provided, the number of such seats shall be used in determining the seating capacity. If individual seats are not used, seating capacity shall be determined on the basis of 17 inches of seat width per person.

TRAILER shall include any vehicle, including semi-trailer, designed for carrying persons or property and for being drawn by a motor vehicle.

VEHICLE COMBINATION shall include any combination of motor-driven and drawn vehicle(s). Toll assessment will be based on the total number of axles on the roadway in the total combination.

Appendix B: FY 1999–2000 Proposed Capital Support and Capital Allocations

FY 1999–2000 ALLOCATIONS FOR CAPITAL OUTLAY SUPPORT AND CAPITAL OUTLAY FOR BATA REHABILITATION PROJECTS

Project	Bridge	Bridge Group	Capital Outlay	Capital Outlay ¹ Support
Upgrade Supervisory Control and Data Acquisition System (SCADA)	ALL	Northern	\$400,000	\$68,000
Northern Bridge Group rehabilitation planning	ALL	Northern	0	2,000
Closed-Circuit TV	Antioch	Northern	0	4,000
Install access stairway to Booth 7	Benicia-Martinez	Northern	107,000	38,000
Traffic Operations Systems (TOS)	Benicia-Martinez	Northern	52,000	14,000
Replace timber fenders (piers 4 - 12)	Benicia-Martinez	Northern	0	143,000
Seal deck, top of footings, and columns	Benicia-Martinez	Northern	0	15,000
Electronic Toll Collection (ETC) signing and striping (Antioch and Benicia)	Benicia-Martinez	Northern	0	5,000
Modify bridge	Benicia-Martinez	Northern	0	2,000
Install trench drains to avoid toll booth floods	Carquinez	Northern	122,000	15,000
Traffic Operations Systems (TOS)	Carquinez	Northern	48,000	8,000
Approach deck rehabilitation — (Capital amount TBD)	Carquinez	Northern	0	250,000
Replace timber piers (2,3,4)	Carquinez	Northern	0	165,000
Repair Pier 3 pile and ring beams	Carquinez	Northern	0	157,000
Replace traveler scaffolds	Carquinez	Northern	0	120,000
Closed-Circuit TV	Carquinez	Northern	0	89,000
ETC signing and striping	Richmond-San Rafael	Northern	40,000	125,000
New edge beams for girder spans (pre-BATA)	Richmond-San Rafael	Northern	6,000	241,000
Bike Lane Study (pre-BATA)	Richmond-San Rafael	Northern	0	122,000
Reconstruct maintenance bldg	Richmond-San Rafael	Northern	0	44,000
Install regional TOS hub, CCTV	Richmond-San Rafael	Northern	0	12,000
Unallocated funds		Northern	1,525,000	129,561
		Subtotal	\$2,300,000	\$1,768,561
Upgrade SCADA	ALL	Southern	\$600,000	\$102,000
Southern Bridge Group rehabilitation planning	ALL	Southern	0	3,000
Renovate timber fenders Piers 23,24	Dumbarton	Southern	0	140,000
Traffic Operations System (TOS)	Dumbarton	Southern	340,000	26,000
Improve facilities at electrical substations	Dumbarton	Southern	90,000	25,000
ETC signing and striping	Dumbarton	Southern	5,000	7,000
Toll plaza bus stop signalling	SF-Oakland Bay	Southern	0	2,000
Transp.Mgmt.Center/TOS — (TBD up to maximum of)	SF-Oakland Bay	Southern	2,250,000	900,000
Rehab pier fenders E2-E5	SF-Oakland Bay	Southern	2,000,000	190,000
ETC signing and striping	SF-Oakland Bay	Southern	660,000	50,000
Seal cracks in Piers W1,W4	SF-Oakland Bay	Southern	321,000	30,000
Traffic Operations System (TOS)	SF-Oakland Bay	Southern	130,000	10,000
TOS (KSOL settlement, non-BATA funding)	SF-Oakland Bay	Southern	100,000	188,000
Install safety stairway	SF-Oakland Bay	Southern	95,000	122,000
Install security camera at vault	SF-Oakland Bay	Southern	60,000	11,000
Upgrade women's lockers (West Bay paint building)	SF-Oakland Bay	Southern	45,000	75,000
Irrigation and planting (Transbay Terminal)	SF-Oakland Bay	Southern	12,000	6,000

FY 1999–2000 ALLOCATIONS FOR CAPITAL OUTLAY SUPPORT AND CAPITAL OUTLAY FOR BATA REHABILITATION PROJECTS (CONT.)

Project	Bridge	Bridge Group	Capital Outlay	Capital Outlay ¹ Support
Construct new toll operations bldg	SF-Oakland Bay	Southern	\$ 0	\$1,100,000
Code conformance (Transbay Terminal)	SF-Oakland Bay	Southern	0	375,000
East Bay maintenance yard	SF-Oakland Bay	Southern	0	300,000
Replace timber fenders W2-W6	SF-Oakland Bay	Southern	0	130,000
Polyester deck overlay	SF-Oakland Bay	Southern	0	105,000
Crew facility — (East Bay paint building)	SF-Oakland Bay	Southern	0	95,000
Right-of-way acquisition	SF-Oakland Bay	Southern	0	33,000
Replace 15-volt cables	SF-Oakland Bay	Southern	0	15,000
Traffic Operations System (TOS)	SF-Oakland Bay	Southern	0	9,000
Install regional hubs and metering	SF-Oakland Bay	Southern	0	4,000
Implement TOS	SF-Oakland Bay	Southern	0	1,000
Structural steel painting and safety repairs	San Mateo-Hayward	Southern	255,000	45,000
Rehab/ changeable message signs (pre-BATA)	San Mateo-Hayward	Southern	214,000	0
Rehab finger expansion joint	San Mateo-Hayward	Southern	100,000	60,000
Replace boat dock	San Mateo-Hayward	Southern	60,000	24,000
Soundwalls on SR92 East approach (pre-BATA)	San Mateo-Hayward	Southern	23,000	61,000
Traffic Operations System (TOS)	San Mateo-Hayward	Southern	0	600,000
Replace timber fenders 19–20	San Mateo-Hayward	Southern	0	150,000
Replace electric cable hangers	San Mateo-Hayward	Southern	0	125,000
Construct paint and maintenance bldg	San Mateo-Hayward	Southern	0	100,000
Widen maintenance catwalk	San Mateo-Hayward	Southern	0	94,000
Resurface orthotropic deck	San Mateo-Hayward	Southern	0	20,000
Replace substation battery system (pre-BATA)	San Mateo-Hayward	Southern	0	4,000
Unallocated funds		Southern	3,990,000	226,783
		Subtotal	\$11,350,000	\$5,563,783
		Total	\$13,650,000	\$7,332,344

FY 1999–2000 ALLOCATIONS FOR CAPITAL OUTLAY SUPPORT FOR BATA REGIONAL MEASURE 1 PROJECTS

Project	Bridge	Bridge Group	Capital Outlay	Capital Outlay ¹ Support
New Benicia-Martinez Bridge	Benicia-Martinez	Northern	\$27,668,000	\$12,741,564
Carquinez Bridge Replacement	Carquinez	Northern	23,786,000	10,619,292
Richmond-San Rafael Bridge Deck Replacement	Richmond-San Rafael	Northern	7,304,000	1,965,720
Richmond-San Rafael Trestle and Fender Rehabilitation	Richmond-San Rafael	Northern	0	1,102,721
		Subtotal	\$58,758,000	\$26,429,297
Bayfront Expressway (SR 84) Widening	Dumbarton	Southern	\$956,000	\$924,159
San Mateo-Hayward Bridge Widening	San Mateo-Hayward	Southern	44,520,000	3,364,749
I 880/SR 92 Interchange Reconstruction	San Mateo-Hayward	Southern	0	3,523,091
		Subtotal	\$45,476,000	\$7,811,999
		Total	\$104,234,000	\$34,241,296

¹ Includes Overhead assessments

Appendix C: Table of Historic Transit Allocations and Fund Balances

AB 664 NET TOLL REVENUES

Toll Bridge Net Revenues (AB 664)	Actual FY 1991-92	Actual FY 1992-93	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Actual ² FY 1997-98	Actual ² FY 1998-99	Estimate FY 1999-2000	TOTAL FY 92 - FY 2000
Receipts ¹ (+)	\$11,718,325	\$11,663,722	\$11,931,297	\$14,349,485	\$12,216,523	\$12,366,292	\$13,122,175	\$13,422,331	\$12,861,000	\$112,277,750
Interest ³ (+)	1,753,999	967,670	982,708	1,779,422	2,238,008	2,540,479	2,781,582	2,398,785	2,560,415	17,453,408
Prior Year Carryover (+)	2,862,480	5,465,782	9,894,255	12,561,884	18,899,328	9,448,826	9,136,301	13,468,329	79,978,100	
Total Available for Allocation	\$14,931,814	\$18,097,174	\$22,798,260	\$28,690,791	\$25,343,859	\$24,355,597	\$25,340,058	\$29,279,445	\$95,399,515	\$129,686,558
Actual/Proposed Allocations	Actual FY 1991-92	Actual FY 1992-93	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Actual FY 1997-98	Actual FY 1998-99	Estimate ⁴ FY 1999-2000	TOTAL FY 92 - FY 2000
AC Transit	\$3,321,456	\$0	\$0	\$11,472,480	\$16,295,307	\$0	\$0	\$0	\$8,612,786	\$38,302,179
BART	0	3,467,332	2,876,327	691,856	0	12,883,800	4,883,800	4,883,800	85,855.0	34,761,145
(rescissions)	0	0	0	0	0	0	0	(1,769,171)	0	(1,769,171)
Berkeley Transit	0	0	0	0	0	0	0	0	120,588	120,588
CCRA	483,500	0	2,875,887	77,892	852,903	644,868	571,640	925,748	15,80,691	6,982,329
Tri Delta	0	0	0	0	0	0	0	0	36,844	36,844
LAVTA	0	0	0	0	488,258	0	0	0	29,855	487,113
Muni	4,846,527	4,882,792	6,128,118	4,447,300	45,37,807	2,742,467	6,975,727	5,257,890	3,288,769	415,79,787
WestCAT	0	0	0	26,946	0	135,558	0	0	\$845,67	667,671
Vallejo Transit	0	0	0	1,814,809	0	0	0	0	15,16,440	2,531,249
San Frans	1,880,800	0	0	0	0	0	0	\$1,130	\$48,870	2,250,800
(rescissions)	0	0	0	0	0	0	0	(263,852)	0	(263,852)
Other/ Administrative	1,349	45,235	16,544	59,730	5,258	92,313	34,362	0	0	255,791
Total Allocation	\$8,472,882	\$8,196,859	\$18,236,876	\$17,750,863	\$16,889,533	\$16,814,396	\$11,981,729	\$8,381,748	\$24,738,360	\$121,231,893
Ending Balance (line 4 -- line 18)	\$6,458,932	\$9,894,255	\$12,561,884	\$16,899,328	\$8,448,826	\$8,136,301	\$13,468,329	\$18,978,700	\$18,461,755	

Notes:

- 1) This table lists receipts for FY 1991-92 through FY 1998-99 based on actual vehicle counts. At the beginning of each fiscal year, funds are transferred to MTC based on estimated vehicle counts. Adjustments resulting from the reconciliation of estimates to actual are made in the subsequent year.
- 2) FY 1997-98 and FY 1998-99 actual receipts differed from the estimated transfers by (\$1,738,157) and (\$2,969) respectively.
- 3) Interest estimates in FY 1999-2000 are based on a calculated average of interest receipts from the prior three years.
- 4) Estimated allocations in FY 1999-2000 include allocations to projects previously programmed but not located in FY 1998-99 and in prior years. Programming is consistent with MTC Resolution No. 3201.

RM 1 FIVE PERCENT RESERVES⁽¹⁾

Line No.	MTC 5% TOLL REVENUE RESERVE	Actual FY 1991-92	Actual FY 1992-93	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Actual FY 1997-98	Actual FY 1998-99	Estimate FY 1999-2000	TOTAL FY 92-FY2000
1	Receipts ² (+)	\$1,328,847	\$1,262,418	\$1,280,452	\$1,300,910	\$1,354,649	\$1,370,899	\$1,838,331	\$2,368,937	\$2,363,000	\$14,375,437
	Northern Bridge Group	676,337	703,257	716,630	726,564	762,117	773,411	1,035,103	1,348,800	1,331,000	8,074,219
	Southern Bridge Group	552,510	559,161	570,822	574,346	592,526	597,488	803,228	1,020,137	1,032,000	6,297,218
2	Interest ⁴ (+)	75,876	34,039	24,548	43,622	69,450	40,828	15,381	78,358	44,856	425,958
	Northern Bridge Group	50,952	9,322	7,003	24,678	44,243	21,296	2,985	31,781	19,348	212,588
	Southern Bridge Group	24,924	24,717	16,545	19,944	25,207	17,532	12,395	46,598	25,508	213,370
3	Prior Year Carryover (+)	523,310	516,164	14,278	(41,744)	(55,458)	(113,968)	1,735	430,694	75,732	1,348,722
	Northern Bridge Group	396,781	220,427	(129,975)	(55,736)	(65,864)	(74,901)	(13,093)	222,673	18,331	520,644
	Southern Bridge Group	124,529	295,737	144,253	11,992	10,406	(39,067)	14,828	208,021	57,401	828,079
4	Administrative Costs (-)	(3,482)	(27,786)	(3,414)	(12,859)	(3,698)	(15,701)	(3,883)	10	10	(70,823)
	Northern Bridge Group	(2,259)	(13,404)	(1,619)	(6,884)	(1,651)	(7,818)	(2,222)	10	10	(35,857)
	Southern Bridge Group	(1,223)	(14,382)	(1,795)	(5,975)	(2,047)	(7,883)	(1,661)	10	10	(34,966)
5	Total Available for Allocation	\$1,804,551	\$1,784,815	\$1,321,864	\$1,282,929	\$1,364,937	\$1,280,058	\$1,851,564	\$2,807,989	\$2,483,588	
	Northern Bridge Group	1,124,811	919,602	592,039	680,622	743,845	713,988	1,022,773	1,601,234	1,368,679	
	Southern Bridge Group	700,740	865,213	729,825	600,307	621,092	566,070	828,791	1,206,755	1,114,909	
	ALLOCATIONS	Actual FY 1991-92	Actual FY 1992-93	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Actual FY 1997-98	Actual FY 1998-99	Estimate FY 1999-2000	TOTAL FY 92-FY2000
6	ABAG	\$ 0	\$48,000	\$56,000	\$50,000	\$8,224	\$19,178	\$70,000	\$45,000	\$76,783	\$374,195
7	Solano Transportation Authority	22,000	0	0	0	0	0	0	0	0	22,000
8	Port of San Francisco	0	0	0	0	0	0	0	25,000	0	25,000
9	City of Benicia	50,952	169,600	0	166,058	145,000	60,000	71,100	25,000	0	687,710
10	City of Napa	0	75,000	70,000	0	0	0	0	0	0	145,000
11	City of Martinez	0	0	0	0	0	0	0	0	25,000	25,000
12	City of Sausalito	830,432	754,907	521,775	533,428	664,512	642,903	659,000	1,488,903	1,229,010	7,339,940
	Southern Bridge Group										
13	ABAG	\$50,000	\$72,000	\$84,000	\$90,000	\$130,766	\$120,822	\$70,000	\$95,000	\$62,217	\$775,805
14	AC Transit	158,523	0	0	0	0	0	9,000	0	0	165,523
15	Contra Costa County	0	0	24,873	0	0	0	0	0	0	24,873
16	Port of San Francisco	0	0	0	0	0	0	0	25,000	40,000	65,000
17	City of Alameda	173,500	648,960	608,960	429,901	459,920	432,420	541,770	1,080,355	928,950	5,321,736
18	City of Emeryville	0	0	0	50,000	0	0	0	0	0	50,000
19	City of Martinez	0	0	0	20,000	0	0	0	0	0	20,000
20	City of Oakland	0	0	0	0	69,473	0	0	0	0	69,473
21	Total Allocation	\$1,308,407	\$1,770,537	\$1,360,608	\$1,343,387	\$1,478,905	\$1,280,323	\$1,420,870	\$2,800,258	\$2,362,960	\$15,133,255
	Northern Bridge Group	503,384	1,049,577	640,775	754,486	814,746	727,081	800,100	1,584,903	1,330,793	8,615,845
	Southern Bridge Group	405,023	720,960	719,833	588,901	664,159	553,242	620,770	1,215,355	1,032,167	6,517,410
22	Ending Balance (Line 5 - 21)	\$516,144	\$14,278	(41,744)	(55,458)	(113,968)	\$1,735	\$430,694	\$75,731	\$120,628	
	Northern Bridge Group	220,427	(129,975)	(55,736)	(65,864)	(74,901)	(13,093)	222,674	18,331	32,886	
	Southern Bridge Group	295,717	144,253	11,992	10,406	(39,067)	14,828	208,021	57,400	82,742	

Notes:

- SB 225 was signed in 1997 to take effect on 1/1/98 to provide an additional 2% of the RM1 toll increase to be allocated and expended only for rapid water transit systems projects. Hence, name of program has changed to 5% Bridge Toll from 3% Bridge Toll Program effective 1/1/98.
- This table lists receipts for FY 1991-92 through FY 1998-99 based on actual vehicle counts. At the beginning of each fiscal year funds are transferred to MTC based on a three-year vehicle counts. Adjustments resulting from the reconciliation of estimates to actual are made in the subsequent year.
- FY 1997-98 and FY 1998-99 actual receipts differed from the estimated transfers by (\$37,613) and \$28,110 respectively.
- FY 1999-2000 interest estimates are calculated based on the average of past three years' interest receipts.
- FY 1999-2000 funds have been programmed and allocated per MTC Resolution No. 3189.

RM I - MTC RAIL EXTENSION RESERVES

Line No.	MTC Rail Extension Reserves (90%)	Actual FY 1990-91	Actual FY 1991-92	Actual FY 1992-93	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Actual ² FY 1997-98	Actual ³ FY 1998-99	Estimate FY 99-FY2000	Total FY91-FY2000
1	Receipts ¹ (+)	\$9,962,256	\$9,210,760	\$9,265,382	\$9,462,973	\$9,546,812	\$9,673,466	\$9,884,629	\$9,846,799	\$9,847,592	\$16,811,000	\$85,344,337
2	Interest ² (+)	887,175	2,243,849	1,417,833	1,482,312	1,891,210	2,018,723	15,37,424	1,384,893	1,194,858	700,000	15,669,477
3	Administration Costs (-)	(24,988)	(14,747)	(53,288)	(37,388)	(32,289)	(21,256)	(5,180)	(9,875)	0	0	(188,388)
4	Total Available for Allocations	\$9,824,443	\$11,439,862	\$10,669,927	\$10,907,917	\$11,399,733	\$11,662,933	\$11,136,353	\$11,621,347	\$11,042,651	\$16,711,000	\$116,246,428

East Bay Rail Extension Reserves

	Reserves	FY 1990-91	FY 1991-92	FY 1992-93	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	FY 1997-98	FY 1998-99	FY 99-FY2000	Total FY91-FY2000
5	East Bay Share (10% of line 4)	\$6,877,112	\$8,087,968	\$7,398,731	\$75,865,083	\$7,979,813	\$8,164,812	\$7,296,447	\$8,134,923	\$7,329,436	\$7,497,708	\$73,171,800
6	East Bay Prior Year Carryover	9,889,698	9,681,447	17,889,350	18,888,081	10,174,764	18,454,577	11,318,618	1,366,142	9,301,664	21,893,508	
7	Avail for Alloc. (line 5 + line 6)	15,880,260	17,889,350	25,388,081	17,674,764	18,154,577	18,878,690	19,114,077	9,301,664	21,893,508	245,285,208	
Allocations												
8	BART East Bay Extensions	6,199,333	0	15,800,000	75,865,083	75,085,080	75,085,080	17,947,895	0	0	25,086,880	86,647,208
9	(rescissions)	0	0	0	0	0	0	0	0	(4,800,000)	0	(4,800,000)
10	Total Allocated	\$6,199,333	0	\$15,800,000	\$75,865,083	\$75,085,080	\$75,085,080	\$17,947,895	0	\$(4,800,000)	\$25,086,880	\$81,847,208
11	ENDING BALANCE (line 7 - line 10)	\$9,681,447	\$17,889,350	\$10,688,081	\$10,174,764	\$10,669,497	\$11,318,618	\$1,166,142	\$9,301,664	\$21,893,508	\$35,218,200	

West Bay Rail Extension Reserves

	Reserves	FY 1990-91	FY 1991-92	FY 1992-93	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	FY 1997-98	FY 1998-99	FY 99-FY2000	Total FY91-FY2000
12	West Bay Share (38% of line 4)	\$2,947,334	\$1,481,359	\$3,170,886	\$1,251,436	\$1,479,520	\$3,498,280	\$3,348,366	\$3,486,936	\$3,312,675	\$1,213,308	\$13,673,628
13	West Bay Prior Year Carryover	3,868,715	3,013,194	546,253	1,717,138	1,682,605	257,525	3,256,485	786,250	722,646	1,895,208	
14	Avail for Alloc. (line 12 + line 13)	6,865,849	4,494,553	3,717,138	4,968,573	5,822,525	4,256,405	65,97,311	4,272,646	4,898,268	4,248,516	
Allocations												
15	LBV Purchase	1,752,354	0	0	0	0	0	0	0	0	0	1,752,354
16	Mainline to Sunbuck	0	5,888,900	2,800,000	0	0	0	0	0	0	0	7,888,900
17	F-Bankers Extension	0	0	0	3,365,968	4,815,000	0	5,811,061	715,000	0	675,000	14,042,029
18	Catrain Downtown Extension PE	0	0	0	0	250,000	0	0	0	0	0	250,000
19	BART SFO Extension PE ⁵	0	0	0	0	0	1,000,000	0	0	0	0	1,000,000
20	BART SFO Extension Construction ⁵	0	0	0	0	0	0	0	3,375,000	3,800,000	2,625,000	9,800,000
21	Total Allocated	\$1,752,354	\$5,888,900	\$2,800,000	\$3,365,968	\$4,815,000	\$1,000,000	\$5,811,061	\$3,550,000	\$3,800,000	\$1,300,000	\$25,588,783
22	Ending Balance (line 14 - line 21)	\$5,113,494	\$44,653	\$1,717,138	\$1,602,605	\$757,525	\$3,256,405	\$786,250	\$722,646	\$1,898,268	\$948,516	
23	Total Annual Rail Extension Reserves Allocation (line 10 + line 21)	\$8,992,187	\$11,889,862	\$17,800,000	\$10,865,968	\$11,795,000	\$85,085,080	\$23,758,956	\$3,550,000	\$(1,800,000)	\$28,300,000	
24	Total Annual Ending Balance Allocation (line 11 + line 22)	\$12,694,641	\$18,236,683	\$11,805,218	\$11,777,369	\$11,412,102	\$14,575,035	\$1,952,392	\$10,873,708	\$22,698,768	\$4,476,708	

Notes:

- 1) This table lists receipts for FY 1991-92 through FY 1998-99 based on actual vehicle counts. At the beginning of each fiscal year, funds are transferred to MTC based on estimated vehicle counts. Adjustments resulting from the reconciliation of estimates to actual are made in the subsequent year.
- 2) FY 1997-98 and FY 1998-99 actual receipts differed from the estimated transfers by \$(46,664) and \$89,658 respectively.
- 3) Interest receipts in FY 1999-2000 are estimates.
- 4) Prior allocation to BART's Dublin/Pleasanton extension was rescinded. Allocation was made previously as a budget contingency. Funds are no longer needed for the project.
- 5) The financial plan accompanying the FEIR for the SFO BART Extension includes a \$10 million contribution of W. Bay Rail Ext Reserves. \$10 million is programmed from FY 1996 through FY 2000.

Appendix D: FY 1998–99 Financial Report Summary



**Bay Area Toll Authority
Northern and Southern Unit
Toll Bridge Funds**

**Report on Audit of Combined Financial Statements
for the year ended June 30, 1999**

Report of Independent Accountants

To the Board of Directors of the Bay Area Toll Authority

In our opinion, the accompanying financial statements present fairly, in all material respects, the combined financial position of the Bay Area Toll Authority at June 30, 1999, and the combined results of its operations, combined changes in fund equity and combined cash flows for the year then ended in conformity with accounting principles generally accepted in the United States. These financial statements are the responsibility of the Authority's management; our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States and *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, and evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion expressed above.

Our audit was conducted for the purpose of forming an opinion on the combined financial statements taken as a whole. The supplemental schedules 1 through 13 on pages 10 to 22 are presented for purposes of additional analysis and are not a required part of the combined financial statements. Such information has been subjected to the auditing procedures applied in the audit of the combined financial statements and, in our opinion, is fairly stated in all material respects in relation to the combined financial statements taken as a whole.



January 15, 2000

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Combined Balance Sheet
June 30, 1999

	Northern	Southern	Total
Assets			
Current assets			
Cash and cash equivalents	\$ -	\$ 78,396,126	\$ 78,396,126
Accrued interest	5,301,224	3,065,883	8,367,107
Prepaid expenses	13,816	13,816	27,632
Tolls due from State of California, Department of Transportation	2,763,882	1,703,899	4,467,781
Current year maintenance funding due from State of California, Department of Transportation	986,086	3,211,874	4,197,960
Capital contribution due from State of California, Department of Transportation	6,932,139	50,175,131	57,107,270
Interest due from State of California, Department of Transportation	78,636	2,542,573	2,621,209
Short term investments	-	129,378,588	129,378,588
Prepayments to the Architectural Revolving Fund	-	4,546,033	4,546,033
Restricted and designated cash and investments			
Cash and cash equivalents	49,651,956	22,150,308	71,802,264
Short term investments	238,197,714	-	238,197,714
Total current assets	303,925,453	295,184,231	599,109,684
Restricted and designated investments			
Long term investments	10,457,103	-	10,457,103
Long term investments	40,040,090	19,488,031	59,528,121
Furniture and equipment (net of accumulated depreciation of \$ 2,023)	5,080	5,081	10,161
Total assets	\$ 354,427,726	\$ 314,677,343	\$ 669,105,069
Liabilities and Fund Equity			
Current liabilities			
Accounts payable	\$ 149,315	\$ 279,423	\$ 428,738
Due to State of California, Department of Transportation	2,023,757	896,826	2,920,583
Total liabilities	2,173,072	1,176,249	3,349,321
Fund equity			
Contributed capital from State of California, Department of Transportation	321,982,943	284,560,615	606,543,558
Retained earnings	30,271,711	28,940,479	59,212,190
Total fund equity	352,254,654	313,501,094	665,755,748
Total liabilities and fund equity	\$ 354,427,726	\$ 314,677,343	\$ 669,105,069

The accompanying notes are an integral part of these financial statements.

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Combined Statement of Revenues, Expenses, and Changes in Fund Equity
June 30, 1999

	Northern	Southern	Total
Operating revenues			
Transfers from State of California, Department of Transportation for toll revenues	\$ 61,004,687	\$ 75,084,567	\$ 136,089,254
Other revenues	483,953	224,589	708,542
Total operating revenues	61,488,640	75,309,156	136,797,796
Operating expenses			
Transfers to State of California, Department of Transportation for operating expenditures	12,069,818	16,872,384	28,942,202
Services and charges	386,915	2,124,762	2,511,677
Depreciation	987	986	1,973
Total operating expenses	12,457,720	18,998,132	31,455,852
Operating income	49,030,920	56,311,024	105,341,944
Nonoperating revenues			
Interest income	17,607,126	14,181,736	31,788,862
Other income	32,747	567,150	599,897
Total nonoperating revenues	17,639,873	14,748,886	32,388,759
Income before operating transfers	66,670,793	71,059,910	137,730,703
Operating transfers			
Transfers to Metropolitan Transportation Commission	(1,323,472)	(23,205,990)	(24,529,462)
Transfers to State of California, Department of Transportation for capital expenditures	(34,978,602)	(18,816,433)	(53,795,035)
Net income	30,368,719	29,037,487	59,406,206
Fund equity, July 1, 1998			
Retained earnings July 1, 1998	(97,008)	(97,008)	(194,016)
Net income	30,368,719	29,037,487	59,406,206
Retained earnings June 30, 1999	30,271,711	28,940,479	59,212,190
Residual equity transfers July 1, 1998			
Transfers of contributed capital from State of California, Department of Transportation	321,982,943	284,560,615	606,543,558
Fund equity, June 30, 1999	\$ 352,254,654	\$ 313,501,094	\$ 665,755,748

The accompanying notes are an integral part of these financial statements.

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Combined Statement of Cash Flows
June 30, 1999**

	Northern	Southern	Total
Cash flows from operating activities			
Operating income	\$ 49,030,920	\$ 56,311,024	\$ 105,341,944
Adjustments to reconcile operating income to net cash provided by operating activities			
Depreciation and amortization	987	986	1,973
Net effect of changes in:			
Tolls due from State of California, Department of Transportation	(2,763,882)	(1,703,899)	(4,467,781)
Due from State of California, Department of Transportation	(986,086)	(3,211,874)	(4,197,960)
Prepaid expenses	(13,816)	(13,816)	(27,632)
Due to State of California, Department of Transportation	2,023,757	896,826	2,920,583
Accounts payable	47,280	177,389	224,669
Net cash provided by operating activities	47,339,160	52,456,636	99,795,796
Cash flows from capital and related financing activities			
Transfers of contributed capital from State of California, Department of Transportation	321,982,943	284,560,615	606,543,558
Transfer of prepayments to Architectural Revolving Fund		(13,455,046)	(13,455,046)
Architectural expenses Trans Bay Terminal offset against prepayments to the Architectural Revolving Fund	-	8,909,013	8,909,013
Capital contribution due from State of California, Department of Transportation	(6,932,139)	(50,175,131)	(57,107,270)
Transfers to Metropolitan Transportation Commission	(1,323,472)	(23,205,990)	(24,529,462)
Transfers to State of California, Department of Transportation for capital expenditures incurred	(34,978,602)	(18,816,433)	(53,795,035)
Litigation settlement income	-	544,375	544,375
Expenditures for furniture and equipment	(1,040)	(1,040)	(2,080)
Net cash provided by capital and related financing activities	278,747,690	188,360,363	467,108,053
Cash flows used in investing activities			
Proceeds from sale and maturity of investments	9,881,500	19,740,844	29,622,344
Purchase of investments	(298,576,407)	(168,607,463)	(467,183,870)
Interest on investments	12,260,013	8,596,054	20,856,067
Net cash used in investing activities	(276,434,894)	(140,270,565)	(416,705,459)
Net increase in cash and cash equivalents	49,651,956	100,546,434	150,198,390
Cash and cash equivalents at July 1, 1998	-	-	-
Cash and cash equivalents at June 30, 1999	\$ 49,651,956	\$ 100,546,434	\$ 150,198,390

The accompanying notes are an integral part of these financial statements.

Bay Area Toll Authority

Northern and Southern Unit Toll Bridge Funds

Notes to Financial Statements

1. Description of Reporting Entity

The Bay Area Toll Authority ("BATA") is a public agency created by Senate Bill 226 effective January 1, 1998. Senate Bill 226 transferred to BATA certain current California Transportation Commission ("CTC") and State of California, Department of Transportation ("State") duties and responsibilities for the disposition of toll revenues collected from toll bridges owned and operated by the State in the San Francisco Bay Area. These toll bridges are the Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay bridge and San Mateo-Hayward Bridge.

Pursuant to Senate Bill 226, a Cooperative Agreement was signed on March 2, 1998 defining the roles and responsibilities of BATA and the State.

BATA agreed to prepare and adopt a budget by July 1, 1998 for each fiscal year, with the concurrence of the State, the Long Range Plan required by the Streets and Highway Code, to give first priority to projects and expenditures that are deemed necessary by the State to preserve and protect the bridges as provided by the Streets and Highway Code and to pay to the State for costs incurred by the State as authorized in the annual budgets adopted by BATA.

The responsibilities of the State reside with the ownership, operation and maintenance of the bridges, including the collection of the toll revenues, the installation, maintenance and operations of toll collections facilities and equipment, the generation and maintenance of proper records relating to the collection, accounting, allocation and the disbursements of all toll funds collected.

Toll revenues and certain other income, with the exception of the seismic retrofit charge, are transferred to BATA to be managed in accordance with the Cooperative Agreement.

The activities of BATA are structured and reported as two bridge units, namely the Northern Bridge Unit and Southern Bridge Unit. The Northern Bridge Unit is used to account for the activities of the Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge and Richmond-San Rafael Bridge while the Southern Bridge Units is used to account for financial activities of the San Francisco-Oakland Bay bridge, San Mateo-Hayward Bridge and Dumbarton Bridge.

2. Summary of Significant Accounting Policies

Basis of accounting and presentation

The accrual basis of accounting is used by BATA. Under this method, revenues are recognized when earned and expenses are recognized when they are incurred.

The financial statements of BATA are presented as an enterprise fund and are accounted for as two distinct units, the Northern Bridge Unit and the Southern Bridge Unit. These units are combined for financial reporting purposes in order to present the financial position and results of operations of BATA as a whole.

Bay Area Toll Authority

Northern and Southern Unit Toll Bridge Funds

Notes to Financial Statements

Use of estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Cash and cash equivalents

BATA considers all highly liquid investments with a maturity of three months or less at date of purchase to be cash equivalents. Deposits held by the California Local Agency Investment Fund are presented as cash and cash equivalents. The Pooled Money Investment Board has regulatory oversight over the California Local Agency Investment Fund. The Pooled Money Investment Board consists of members of the California State Treasurer, California Director of Finance and California State Controller.

Restricted and designated cash and investments

Certain cash and investments are classified as restricted and designated assets on the balance sheet because their use is limited either for capital purposes by Board of Directors resolutions or for self-insurance against extraordinary disasters as determined by the Cooperative Agreement. The amount designated by the Board of Directors totals \$291,292,115 at June 30, 1999.

Prepayments to Architectural Revolving Fund

The prepayments to Architectural Revolving Fund represent prepayments for architectural services on the Trans Bay Terminal which are expected to be provided in future years. Expenses incurred on these architectural services are offset against the prepayments.

Furniture and equipment

Furniture and equipment are stated at cost and depreciated using the straight line method over the estimated useful life of the assets of six years.

Transfers from State of California, Department of Transportation for toll revenues

With the exception of seismic retrofit charge, the State transfers to BATA all toll revenues from the operation of the bridges. BATA recognizes toll revenue as amounts are earned from vehicle utilization of the toll bridges.

Transfers to State of California, Department of Transportation for operating expenditures and capital expenditures

In accordance with the Cooperative Agreement between BATA and the State, BATA reimburses the State for certain costs incurred for bridge operating and capital expenditures.

Bay Area Toll Authority

Northern and Southern Unit Toll Bridge Funds

Notes to Financial Statements

Transfers to Metropolitan Transportation Commission ("MTC")

State laws directs certain transfers of bridge toll funds to MTC for transit purposes. The toll bridge funds are transferred to MTC by BATA and then allocated to individual projects by MTC. The calculation of the amount of funds transferred is defined by specific formulas for each type of transfer.

Services and charges

BATA does not employ any staff or management and is administered by the staff of MTC. Services and charges represent costs allocated by MTC and expenses directly incurred by BATA for certain services. Charges from MTC for management and administrative services include retirement contributions. Employees of MTC meeting the requirements are eligible to participate in the State of California's Public Employee's Retirement System.

Contributed capital

As provided by the State Senate Bill 226 and in accordance with the Cooperative Agreement between BATA and the State, the State has transferred to BATA a portion of the revenues and existing fund balances collected on or before June 30, 1998. The transfer amounted to \$535,981,242 in cash, \$57,107,270 as a receivable, and \$13,455,046 in prepaid assets. These prepaid assets represent prepayments to the Architectural Revolving Fund relating to the Trans Bay Terminal made by the State prior to July 1, 1998 to be used by BATA for architectural services. No gains or losses have been recognized on this transfer.

3. Cash and Investments

BATA maintains cash and pooled investments available for general use and restricted by Board of Directors' resolutions and the Cooperative Agreement.

Deposits

The carrying amount of BATA's deposits with banks was \$ 5,780,328 at June 30, 1999. Of the bank balances, \$100,000 was insured by federal depository insurance or collateralized by securities held by BATA's agent in BATA's name, and \$5,680,328 is required by section 53652 of the California Government Code to be collateralized 110% by the pledging financial institutions. Such collateral is not required to be in BATA's name.

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Notes to Financial Statements

Investments

Investments are stated at fair value. As a matter of policy, BATA holds investments with the objective of preservation and safeguarding of capital until the date of anticipated need.

	Northern	Southern	Total
U.S. Government and Agency Obligations - short term	\$ 248,166,768	\$ 185,279,130	\$ 433,445,898
U.S. Government and Agency Obligations - long term	50,497,193	19,488,031	69,985,224
Investment with the County of Alameda	8,753,791	14,276,906	23,030,697
Investment in California Local Agency Investment Fund	28,537,538	26,980,231	55,517,769
Cash held at banks	2,391,573	3,388,755	5,780,328
Total	<u>\$ 338,346,863</u>	<u>\$ 249,413,053</u>	<u>\$ 587,759,916</u>
Reported as			
Cash and cash equivalents	-	78,396,126	78,396,126
Short term investments	-	129,378,588	129,378,588
Long term investment	40,040,090	19,488,031	59,528,121
Restricted and designated cash and investments - current			
Cash and cash equivalents	49,651,956	22,150,308	71,802,264
Short term investments	238,197,714	-	238,197,714
Restricted and designated investments - noncurrent			
Long term investment	10,457,103	-	10,457,103
Total	<u>\$ 338,346,863</u>	<u>\$ 249,413,053</u>	<u>\$ 587,759,916</u>
Cash and investments are restricted and designated for			
Capital purposes	287,492,115	3,800,000	291,292,115
Self-insurance against extra ordinary disasters	11,668,497	17,496,469	29,164,966
	<u>\$ 299,160,612</u>	<u>\$ 21,296,469</u>	<u>\$ 320,457,081</u>

The U.S. Government and Agency obligations held on June 30, 1999 yield an average interest of 5.06% and 5.30% on the Northern and Southern Unit, respectively, and mature in 2001 or earlier and 2000 or earlier on the Northern and Southern Unit, respectively.

The U.S. Government and Agency obligations and investments are categorized as Category 1 credit risk investments. Category 1 includes investments that are insured or registered or for which the securities are held by BATA or its agent in BATA's name.

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Notes to Financial Statements**

4. Fund Equity

From January 1, 1998 through July 1, 1998, BATA incurred certain operating expenditures which are reflected in the opening fund equity on July 1, 1998.

5. Related Parties

The Board of Directors of MTC consists of the same members as the Board of Directors of BATA. During the year ended June 30, 1999, BATA transferred \$1,323,472 from the Northern Unit and \$23,205,990 from the Southern Unit to MTC as directed by state law. There are no amounts due to MTC at June 30, 1999 for transfers under state law.

During the year ended June 30, 1999, BATA reimbursed MTC for operating activities amounting to \$386,915 and \$2,124,762 for the Northern and Southern Unit, respectively. The amounts due to MTC as of June 30, 1999 for operating activities amounted to \$149,315 and \$279,424, respectively.

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Northern Unit Revenue and Expenses by Bridge

Schedule 1

	Carquinez Bridge	Benicia- Martinez Bridge	Antioch Bridge	Richmond- San Rafael Bridge	Total
Operating revenues					
Transfers from State of California, Department of					
Transportation for toll revenues	\$ 24,611,898	\$ 20,097,532	\$ 2,764,426	\$ 13,530,831	\$ 61,004,687
Other revenues	304,370	99,833	13,859	65,891	483,953
Total operating revenues	24,916,268	20,197,365	2,778,285	13,596,722	61,488,640
Operating expenses					
Transfers to State of California, Department of					
Transportation for operating expenditures incurred	4,027,001	3,967,078	1,132,101	2,943,638	12,069,818
Services and charges	128,843	127,295	36,370	94,407	386,915
Depreciation	329	325	93	240	987
Total operating expenses	4,156,173	4,094,698	1,168,564	3,038,285	12,457,720
Operating income	20,760,095	16,102,667	1,609,721	10,558,437	49,030,920
Nonoperating revenues (expenses).					
Interest income	7,449,608	5,749,345	639,548	3,768,625	17,607,126
Other income	13,917	10,741	1,048	7,041	32,747
Total nonoperating revenue	7,463,525	5,760,086	640,596	3,775,666	17,639,873
Income before operating transfers	\$ 28,223,620	\$ 21,862,753	\$ 2,250,317	\$ 14,334,103	\$ 66,670,793

Note: Certain general operating expenses and certain income from investments are allocated based on bridge traffic.

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Southern Unit Revenue and Expenses by Bridge**

Schedule 2

	San Francisco Oakland Bay Bridges	San Mateo - Hayward Bridge	Dumbarton Bridge	Total
Operating revenues				
Transfers from State of California, Department of Transportation for toll revenues	\$ 48,267,457	\$ 16,518,505	\$ 10,298,605	\$ 75,084,567
Other revenues	148,068	76,521	-	224,589
Total operating revenues	48,415,525	16,595,026	10,298,605	75,309,156
Operating expenses				
Transfers to State of California, Department of Transportation	10,801,106	3,551,677	2,519,601	16,872,384
Services and charges	1,359,848	446,200	318,714	2,124,762
Depreciation	631	207	148	986
Total operating expenses	12,161,585	3,998,084	2,838,463	18,998,132
Operating income	36,253,940	12,596,942	7,460,142	56,311,024
Nonoperating revenues (expenses)				
Interest income	9,076,311	3,261,799	1,843,626	14,181,736
Other income	369,436	111,949	85,765	567,150
Total nonoperating revenue	9,445,747	3,373,748	1,929,391	14,748,886
Income before operating transfers	\$ 45,699,687	\$ 15,970,690	\$ 9,389,533	\$ 71,059,910

Note: Certain general operating expenses and certain income from investments are allocated based on bridge traffic.

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the Carquinez Bridge

Schedule 3

	Number of Westbound Vehicles				Toll Revenues		
	2 Axles	3 or More Axles	Total Toll Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles
July	1,638,958	78,429	1,717,387	96,133	1,813,520	\$ 1,612,192	\$ 539,856
August	1,677,970	75,161	1,753,131	90,137	1,843,268	1,688,251	513,537
September	1,542,596	72,961	1,615,557	84,108	1,699,665	1,517,941	519,357
October	1,590,441	77,908	1,668,349	84,437	1,752,786	1,562,219	556,684
November	1,486,115	66,775	1,552,890	84,437	1,637,327	1,467,221	470,121
December	1,565,913	69,198	1,635,111	91,671	1,726,782	1,521,488	494,981
January	1,471,622	63,527	1,535,149	80,656	1,615,805	1,470,451	460,382
February	1,373,322	60,129	1,433,451	78,887	1,512,338	1,331,972	420,496
March	1,582,607	74,109	1,656,716	94,955	1,751,671	1,570,320	529,670
April	1,551,307	71,963	1,623,270	96,853	1,720,123	1,489,300	511,223
May	1,652,497	74,295	1,726,792	91,343	1,818,135	1,625,685	522,422
June	1,653,046	81,126	1,734,172	102,642	1,836,814	1,651,936	564,195
Grand total							
1998-99 FY	18,786,394	865,581	19,651,975	1,076,259	20,728,234	\$ 18,508,975	\$ 6,102,923
							\$ 24,611,898

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the Benicia-Martinez Bridge **Schedule 4**

	Number of Westbound Vehicles					Toll Revenues		
	2 Axles	3 or More Axles	Total Toll Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	1,398,242	76,078	1,474,320	49,011	1,523,331	\$ 1,356,808	\$ 493,920	\$ 1,850,728
August	1,421,128	72,290	1,493,418	43,673	1,537,091	1,413,868	466,224	1,880,092
September	1,308,698	70,635	1,379,333	38,009	1,417,342	1,265,990	468,581	1,734,571
October	1,331,362	67,829	1,399,191	37,550	1,436,741	1,281,920	463,258	1,745,178
November	1,238,225	53,403	1,291,628	37,132	1,328,760	1,198,151	370,948	1,569,099
December	1,324,713	52,336	1,377,049	43,589	1,420,638	1,261,821	369,274	1,631,095
January	1,220,321	46,805	1,267,126	36,623	1,303,749	1,201,606	320,522	1,522,128
February	1,156,434	44,200	1,200,634	35,507	1,236,141	1,093,434	297,295	1,390,729
March	1,329,788	55,150	1,384,938	40,788	1,425,726	1,294,744	380,991	1,675,735
April	1,300,797	57,146	1,357,943	41,690	1,399,633	1,215,447	374,545	1,589,992
May	1,366,659	60,102	1,426,761	37,864	1,464,625	1,327,577	394,171	1,721,748
June	1,374,783	65,925	1,440,708	44,838	1,485,546	1,355,780	430,658	1,786,438
Grand total								
1998-99 FY	15,771,150	721,899	16,493,049	486,274	16,979,323	\$ 15,267,146	\$ 4,830,386	\$ 20,097,532

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the Antioch Bridge

Schedule 5

	Number of Westbound Vehicles				Toll Revenues		
	2 Axles	3 or More Axles	Total Toll Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles
July	152,085	15,089	167,174	9,449	176,623	\$ 158,938	\$ 99,132
August	148,350	15,403	163,753	8,479	172,232	159,427	99,051
September	135,278	14,964	150,242	8,432	158,674	141,670	99,798
October	137,897	14,982	152,879	8,358	161,237	143,518	104,466
November	121,670	11,153	132,823	8,077	140,900	128,205	82,060
December	124,661	10,611	135,272	8,403	143,675	127,788	77,781
January	111,837	9,648	121,485	6,308	127,793	121,041	69,749
February	108,409	9,592	118,001	6,521	124,522	112,465	68,412
March	127,500	12,232	139,732	7,715	147,447	136,646	90,260
April	131,947	12,797	144,744	8,761	153,505	133,142	91,044
May	148,076	14,585	162,661	8,808	171,469	154,229	95,670
June	153,258	15,840	169,098	9,797	178,895	163,492	106,443
Grand total							
1998-99 FY	1,600,968	156,896	1,757,864	99,108	1,856,972	\$ 1,680,561	\$ 1,083,865
							\$ 2,764,426

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the Richmond-San Rafael Bridge **Schedule 6**

	Number of Westbound Vehicles					Toll Revenues		
	3 or More		Free		Total Vehicles	2 Axles	3 or More Axles	Total Revenues
	2 Axles	Axles	Total Toll Vehicles	Vehicles				
July	927,367	36,740	964,107	32,637	996,744	\$ 922,946	\$ 249,120	\$ 1,172,066
August	941,350	36,978	978,328	30,522	1,008,850	962,354	257,805	1,220,159
September	892,481	33,074	925,555	25,867	951,422	888,180	226,117	1,114,297
October	911,956	33,800	945,756	27,591	973,347	901,427	240,779	1,142,206
November	847,307	30,284	877,591	26,054	903,645	844,081	221,404	1,065,485
December	890,064	30,660	920,724	28,360	949,084	868,803	215,132	1,083,935
January	846,258	27,818	874,076	25,600	899,676	859,406	198,641	1,058,047
February	796,368	26,819	823,187	25,293	848,480	775,165	188,512	963,677
March	928,265	34,429	962,694	31,405	994,099	929,736	250,250	1,179,986
April	912,005	33,162	945,167	30,573	975,740	878,659	227,991	1,106,650
May	952,764	35,498	988,262	31,103	1,019,365	945,267	244,658	1,189,925
June	955,993	39,299	995,292	33,694	1,028,986	963,427	270,972	1,234,399
Grand total								
1998-99 FY	10,802,178	398,561	11,200,739	348,699	11,549,438	\$ 10,739,451	\$ 2,791,380	\$ 13,530,831

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the San Francisco-Oakland Bay Bridge**

Schedule 7

	Number of Westbound Vehicles				Toll Revenues		
	2 Axles	3 or More Axles	Total Toll Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles
July	3,766,708	69,812	3,836,520	311,312	4,147,832	\$ 3,721,172	\$ 439,646
August	3,881,810	68,115	3,949,925	313,607	4,263,532	3,905,266	433,237
September	3,603,344	65,731	3,669,075	308,515	3,977,590	3,562,938	416,996
October	3,754,033	65,978	3,820,011	278,211	4,098,222	3,698,060	437,257
November	3,487,265	60,188	3,547,453	252,950	3,800,403	3,448,591	400,434
December	3,643,976	64,496	3,708,472	245,527	3,953,999	3,556,129	441,587
January	3,516,817	57,468	3,574,285	314,513	3,888,798	3,527,338	365,549
February	3,290,949	53,475	3,344,424	381,494	3,725,918	3,213,285	341,280
March	3,723,339	66,649	3,789,988	460,817	4,250,805	3,697,711	436,317
April	3,619,423	64,042	3,683,465	417,069	4,100,534	3,512,322	434,780
May	3,786,799	61,585	3,848,384	383,820	4,232,204	3,742,583	400,357
June	3,694,396	67,299	3,761,695	436,078	4,197,773	3,700,377	434,246
Grand total							
1998-99 FY	43,768,859	764,838	44,533,697	4,103,913	48,637,610	\$ 43,285,772	\$ 4,981,685
							\$ 48,267,457

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the San Mateo-Hayward Bridge**

Schedule 8

	Number of Westbound Vehicles				Toll Revenues		
	2 Axles	3 or More Axles	Total Toll Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles
July	1,158,341	42,606	1,200,947	106,584	1,307,531	\$ 1,138,234	\$ 296,338
August	1,191,605	43,099	1,234,704	97,217	1,331,921	1,205,749	299,153
September	1,131,219	41,329	1,172,548	89,998	1,262,546	1,111,530	292,210
October	1,153,884	41,722	1,195,606	66,002	1,261,608	1,128,729	300,789
November	1,066,270	36,487	1,102,757	56,328	1,159,085	1,052,046	249,840
December	1,107,220	36,485	1,143,705	38,837	1,182,542	1,066,896	257,775
January	1,063,362	33,330	1,096,692	38,797	1,135,489	1,063,127	237,600
February	1,010,377	30,686	1,041,063	39,013	1,080,076	973,352	205,703
March	1,162,938	40,090	1,203,028	39,403	1,242,431	1,150,959	286,739
April	1,119,361	39,111	1,158,472	39,196	1,197,668	1,063,780	273,873
May	1,142,158	39,299	1,181,457	39,186	1,220,643	1,123,613	274,184
June	1,182,521	41,933	1,224,454	39,402	1,263,856	1,180,119	286,169
Grand total	13,489,256	466,177	13,955,433	689,963	14,645,396	\$ 13,258,134	\$ 3,260,371
1998-99 FY							\$ 16,518,505

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the Dumbarton Bridge**

Schedule 9

	Number of Westbound Vehicles				Toll Revenues		
	2 Axles	3 or More Axles	Total Toll Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles
July	830,253	16,325	846,578	144,727	991,305	\$ 781,775	\$ 115,921
August	825,053	14,431	839,484	126,644	966,128	804,422	95,109
September	797,102	13,670	810,772	132,056	942,828	755,645	93,416
October	830,201	15,349	845,550	139,212	984,762	778,901	96,344
November	755,149	12,875	768,024	118,056	886,080	715,520	93,991
December	781,213	12,549	793,762	129,501	923,263	723,920	91,302
January	765,309	10,722	776,031	119,649	895,680	737,456	73,131
February	728,204	10,939	739,143	117,511	856,654	672,394	79,502
March	838,642	14,069	852,711	141,186	993,897	793,360	102,402
April	814,004	13,415	827,419	133,931	961,350	742,778	156,076
May	820,799	12,290	833,089	126,355	959,444	775,836	91,573
June	845,415	15,542	860,957	126,657	987,614	812,256	115,575
Grand total	9,631,344	162,176	9,793,520	1,555,485	11,349,005	\$ 9,094,263	\$ 1,204,342
1998-99 F.Y.						\$ 1,204,342	\$ 10,298,605

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Northern Unit Toll Rates (A)

Schedule 10

Tolls Effective January 1, 1998			
	Benicia Martinez & Carquinez Bridges	Antioch Bridge	Richmond San Rafael Bridge
2-axles (1)	2.00	2.00	2.00
3-axles (1)	4.00	4.00	4.00
4-axles (1)	6.25	6.25	6.25
5-axles (1)	9.25	9.25	9.25
6-axles (1)	10.00	10.00	10.00
7-axles or more (1)	11.50	11.50	11.50
Commuter bus	0.00	0.00	0.00
Bicycles and pedestrians	0.00	0.00	0.00
Commute books - 2-axles vehicles without trailer(s) (2)	74.00	74.00	74.00
Electronic toll collection (ETC) (3)	1.85	N/A	N/A

- (1) Toll is based on the total number of axles on the roadway in a vehicle combination.
Toll includes a \$1 seismic retrofit surcharge, which is deposited in the Toll Bridge Seismic Retrofit Account, which is part of the State Transportation Fund, and is not reported as revenues in the Toll Bridge Funds.
- (2) Books containing 40 tickets, each good for a single passage at any time during four consecutive months for which sold.
Passage also be paid by an \$0.85 commute ticket plus \$1.00 surcharge. Only one \$0.85 commute ticket may be used for passage. Commute books will no longer be sold at the time ETC is made available on all state-owned bridges
- (3) Passage for a 2-axle vehicle without trailer(s), using ETC shall be at the commute book ticket rate for the initial demonstration period for ETC tolls. The discount will be eliminated one year after implementation of ETC on all state-owned toll bridges unless an analysis by MTC in consultation with Caltrans determines the discount should be extended or otherwise modified. Passage for all other vehicles using ETC shall be at the rate shown above. At June 30, 1999, only the Carquinez bridge was utilizing ETC tolls.

Note: Tolls collected northbound only on Antioch, Benicia-Martinez, Carquinez and Westbound on Richmond-San Rafael

- (A) The information on this schedule was derived from the toll schedule published by the California Department of Transportation in their Schedule 4TB15 effective January 1, 1998. Commencing on January 1, 1998, chapter 327, statutes of 1997, imposes a one dollar surcharge on each vehicle except for vehicles authorized toll-free passage. This surcharge is in addition to toll based on the number of axles on a vehicle and is not eligible for the commute discount.

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Southern Unit Toll Rates (A)

Schedule 11

	Tolls effective January 1, 1998	
	San Francisco - Oakland Bay Bridge	San Mateo - Hayward & Dumbarton Bridges
2 axles ⁽¹⁾	\$2.00	\$2.00
3 axles ⁽¹⁾	4.00	4.00
4 axles ⁽¹⁾	6.25	6.25
5 axles ⁽¹⁾	9.25	9.25
6 axles ⁽¹⁾	10.00	10.00
7 axles ⁽¹⁾ or more	11.50	11.50
Commuter bus	0.00	0.00
Bicycles and pedestrians	0.00	0.00
Commute books - 2 axles vehicle without trailer(s) ⁽²⁾	74.00	74.00

- (1) Toll is based on the total number of axles on the roadway in a vehicle combination. Toll includes a \$1 seismic retrofit surcharge, which is deposited in the Toll Bridge Seismic Retrofit Account, which is part of the State Transportation Fund, and is not reported as revenues in the Toll Bridge Funds.
- (2) Books containing 40 tickets, each good for a single passage at any time during four consecutive months, for which sold. Passage may also be paid by an \$0.85 commute ticket plus \$1.00 surcharge. Only one \$0.85 commute ticket may be used for passage.
- Note: Tolls collected westbound only.
- (A) The information on this schedule was derived from the toll schedule published by the California Department of Transportation in their Schedule 4TB15 effective January 1, 1998. Commencing on January 1, 1998, Chapter 327, Statutes of 1997, imposes a one dollar surcharge on each vehicle except for vehicles authorized toll-free passage. This surcharge is in addition to toll based on the number of axles on a vehicle and is not eligible for the commute discount.

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Toll Collection Summary for All Bridges (in number of vehicles)**

Schedule 12

	San Francisco- Oakland Bay Bridge	San Mateo- Hayward Bridge	Dumbarton Bridge	Carquinez Bridge	Benicia- Martinez Bridge	Antioch Bridge	Richmond- San Rafael Bridge	Toll Traffic Total
Autos, Trucks, Buses & Trailers								
2-Axle	43,768,859	13,489,256	9,631,344	18,786,394	15,771,150	1,600,968	10,802,178	113,850,149
3-Axle	169,292	106,980	49,262	147,850	149,323	38,378	84,673	745,758
4-Axle	104,801	68,825	24,121	97,721	101,883	21,271	51,842	470,464
5-Axle	481,329	285,152	86,247	599,085	458,253	95,548	256,968	2,262,582
6-Axle	8,798	4,559	2,033	19,931	11,541	1,631	4,768	53,261
7-Axle & More	618	661	513	994	899	68	310	4,063
Subtotal - Paid Vehicles	44,533,697	13,955,433	9,793,520	19,651,975	16,493,049	1,757,864	11,200,739	117,386,277
Free Vehicles	4,103,913	689,963	1,555,485	1,076,259	486,274	99,108	348,699	8,359,701
Total Vehicles	48,637,610	14,645,396	11,349,005	20,728,234	16,979,323	1,856,972	11,549,438	125,745,978

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Miscellaneous Information by Bridge**

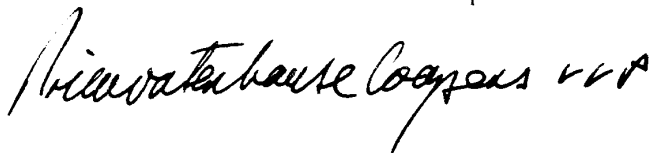
Schedule 13

	San Francisco- Oakland Bay Bridge	San Mateo- Hayward Bridge	Dumbarton Bridge	Carquinez Bridge	Benicia- Martinez Bridge	Antioch Bridge	Richmond- San Rafael Bridge	Toll Traffic Total
Volume Percentage								
Autos, Trucks, Buses & Trailers								
-2 axles	90.00%	92.10%	84.90%	90.60%	92.90%	86.20%	93.50%	90.54%
-3 axles or more	1.60%	3.20%	1.40%	4.20%	4.20%	8.50%	3.50%	2.81%
Free Vehicles	8.40%	4.70%	13.70%	5.20%	2.90%	5.30%	3.00%	6.65%
Income Percentage								
Autos, Trucks, Buses & Trailers								
-2 axles	89.68%	80.26%	88.31%	75.20%	75.97%	60.79%	79.37%	82.07%
-3 axles or more	10.32%	19.74%	11.69%	24.80%	24.03%	39.21%	20.63%	17.93%
Daily Vehicle Averages								
Autos, Trucks, Buses & Trailers								
-2 axles	119,915	36,957	26,387	51,470	43,209	4,386	29,595	311,918
-3 axles or more	2,095	1,277	444	2,371	1,978	430	1,092	9,688
Free Vehicles	11,244	1,890	4,262	2,949	1,332	272	955	22,904
Script Tickets Sold	450,450	401,500	267,850	381,050	281,150	112,950	266,100	2,161,050
Script Tickets Collected	620,854	322,822	176,319	407,913	354,265	89,690	227,947	2,199,810
\$.85 Commute Tickets Sold								
Commute Tickets Collected	42,985	12,826	12,019	17,563	19,811	1,841	13,366	120,411
\$1.85 Commute Tickets Sold								
Commute Tickets Collected	4,473,800	1,877,720	1,441,080	1,847,760	2,018,040	234,680	1,687,960	13,581,040
	4,242,832	1,814,357	1,749,980	1,628,255	2,199,526	118,044	1,484,127	13,237,121

Report of Independent Accountants

To the Board of Directors of the Bay Area Toll Authority

Our report on the combined financial statements of the Bay Area Toll Authority ("BATA") as of June 30, 1999 is presented in the first section of this document. Our audit was conducted for the purpose of forming an opinion on the basic financial statements taken as a whole. The year 2000 supplementary information on the following page is not a required part of the basic financial statements but is a supplementary information required by Governmental Accounting Standard Board (GASB), and we did not audit and do not express an opinion on such information. Further, we were unable to apply to the information certain procedures prescribed by professional standards because the disclosure criteria specified by GASB Technical Bulletin 98-1, as amended, are not sufficiently specific and, therefore, preclude the prescribed procedures from providing meaningful results. In addition, we do not provide assurance that BATA is or will become Year 2000 compliant, that BATA's year 2000 remediation efforts will be successful in whole or in part, or that parties with which BATA does business are or will become Year 2000 compliant.



January 15, 2000

Bay Area Toll Authority / Metropolitan Transportation Commission

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Sharon J. Brown, Vice Chair

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Ralph J. Appezzato

Cities of Alameda County

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Solano County and Cities

Kathryn Winter

Napa County and Cities

Sharon Wright

Sonoma County and Cities

Harry Yahata

State Business, Transportation
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Executive Director

Lawrence D. Dahms

Deputy Executive Director

Steve Heminger

Manager of Finance

Brian Mayhew

Manager of Bridge and

Highway Operations

Rod McMillan



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